



# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

ON SALE  
THE DIRECTORY  
& CHRONICLE  
For CHINA, JAPAN, ETC.  
1919  
Fifty-Seventh Annual Issue.  
Large Copies ... \$11.00  
Abridged ... 7.00  
HONGKONG DAILY PRESS, LTD.  
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No. 19,021. 號八廿千九萬一第 日三十月四年未己 HONGKONG, THURSDAY, MAY 22ND, 1919. 四拜禮 號二十月五年八國民華中 PRICE, \$3 PER MONTH.

**INTIMATIONS**

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 47½ lbs. net  
In Bags 50 lbs. net  
**SHEWAN, TOMES & Co.,**  
General Managers. (50)

**ALLSOPP'S**  
**BRITISH**  
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**BEER.**  
BREWED AND BOTTLED  
by  
**S. ALLSOPP & SONS, LTD.,**  
**BURTON-ON-TRENT.**

SOLE AGENTS:  
**CALDBECK,**  
**MACGREGOR & Co.**  
14 QUEEN'S ROAD CENTRAL. (18)

**CARTRIDGES! CARTRIDGES!**  
**CARTRIDGES!**  
**NEWLY ARRIVED.**  
**SPORTING CARTRIDGES,**  
12, 16 and 20 bore. Loaded  
with E. C. Powder, a powder  
which gives universal satisfaction.  
**THE HONGKONG SPORTING ARMS**  
**AND AMMUNITION STORE,**  
Nos. 5-6, "Esconfield" Arcade. (17)

**A LING & CO.**  
18, QUEEN'S ROAD CENTRAL.  
**FURNITURE AND PHOTO GOODS**  
**STORE.**  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.  
Telephone 1219. (78)

**PIAK TRAMWAY COMPANY**  
**LIMITED.**

**TIME TABLE**

**Week Days.**

|            |               |                  |
|------------|---------------|------------------|
| 7.00 a.m.  | to 8.00 a.m.  | Every 15 minutes |
| 8.00       | to 9.00       | "                |
| 9.00       | to 10.00      | "                |
| 10.00      | to 11.00      | "                |
| 11.00      | to 12.00 noon | "                |
| 12.00 noon | to 1.00 p.m.  | "                |
| 1.00 p.m.  | to 2.00       | "                |
| 2.00       | to 3.00       | "                |
| 3.00       | to 4.00       | "                |
| 4.00       | to 5.00       | "                |
| 5.00       | to 6.00       | "                |
| 6.00       | to 7.00       | "                |
| 7.00       | to 8.00       | "                |

**NIGHT CARS.**  
6.50 p.m. to 8.00 p.m.  
8.30 p.m. to 11.30 p.m. Every 30 minutes  
11.45 p.m.

**SATURDAY.**  
Extra Car—12.00 Midnight.

**SUNDAY.**

|            |               |                  |
|------------|---------------|------------------|
| 7.30 a.m.  | to 10.30 a.m. | Every 15 minutes |
| 8.00       | to 10.00      | "                |
| 10.30      | to 11.00      | "                |
| 11.30      | to 12.00 noon | "                |
| 12.00 noon | to 1.00 p.m.  | "                |
| 1.00 p.m.  | to 5.30       | "                |
| 5.30       | to 6.00       | "                |
| 6.00       | to 8.30       | "                |
| 8.30       | to 9.00       | "                |

**NIGHT CARS.**  
As on Week Days.

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road, Central.

Season and punch tickets available for all  
cars not already full running at the time  
stated in the Company's time-tables, but not  
for special cars, can be obtained on applica-  
tion at the Company's Office. No Season  
tickets will be issued until payment therefor  
has been made in full. Notes or by Cheques  
on Comproder Order representing Bank  
Notes.

**JOHN U. HUMPHREYS & SON,**  
General Managers.

**KOWLOON-CANTON RAILWAY.**

**TIME-TABLE.**  
On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

**DOWN TRAINS.**

| Stations               | No. 1<br>Through<br>Express<br>a.m. | No. 2<br>Local<br>a.m. | No. 3<br>Through<br>Express<br>p.m. | No. 4<br>Local<br>p.m. | No. 5<br>Through<br>Express<br>p.m. | No. 6<br>Local<br>p.m. |
|------------------------|-------------------------------------|------------------------|-------------------------------------|------------------------|-------------------------------------|------------------------|
| CANTON (Chai Sha Tsai) | 7.30                                | 8.15                   | 11.15                               | 1.15                   | 2.15                                | 3.15                   |
| SEK LUNG               | 7.45                                | 8.30                   | 11.30                               | 1.30                   | 2.30                                | 3.30                   |
| Shingchi               | 8.00                                | 8.45                   | 11.45                               | 1.45                   | 2.45                                | 3.45                   |
| Wai                    | 8.15                                | 9.00                   | 12.00                               | 2.00                   | 3.00                                | 4.00                   |
| Shingchi               | 8.30                                | 9.15                   | 12.15                               | 2.15                   | 3.15                                | 4.15                   |
| Wai                    | 8.45                                | 9.30                   | 12.30                               | 2.30                   | 3.30                                | 4.30                   |
| Shingchi               | 9.00                                | 9.45                   | 12.45                               | 2.45                   | 3.45                                | 4.45                   |
| Wai                    | 9.15                                | 10.00                  | 1.00                                | 3.00                   | 4.00                                | 5.00                   |
| Shingchi               | 9.30                                | 10.15                  | 1.15                                | 3.15                   | 4.15                                | 5.15                   |
| Wai                    | 9.45                                | 10.30                  | 1.30                                | 3.30                   | 4.30                                | 5.30                   |
| Shingchi               | 10.00                               | 10.45                  | 1.45                                | 3.45                   | 4.45                                | 5.45                   |
| Wai                    | 10.15                               | 11.00                  | 2.00                                | 4.00                   | 5.00                                | 6.00                   |
| Shingchi               | 10.30                               | 11.15                  | 2.15                                | 4.15                   | 5.15                                | 6.15                   |
| Wai                    | 10.45                               | 11.30                  | 2.30                                | 4.30                   | 5.30                                | 6.30                   |
| Shingchi               | 11.00                               | 11.45                  | 2.45                                | 4.45                   | 5.45                                | 6.45                   |
| Wai                    | 11.15                               | 12.00                  | 3.00                                | 5.00                   | 6.00                                | 7.00                   |
| Shingchi               | 11.30                               | 12.15                  | 3.15                                | 5.15                   | 6.15                                | 7.15                   |
| Wai                    | 11.45                               | 12.30                  | 3.30                                | 5.30                   | 6.30                                | 7.30                   |
| Shingchi               | 12.00                               | 12.45                  | 3.45                                | 5.45                   | 6.45                                | 7.45                   |
| Wai                    | 12.15                               | 1.00                   | 4.00                                | 6.00                   | 7.00                                | 8.00                   |
| Shingchi               | 12.30                               | 1.15                   | 4.15                                | 6.15                   | 7.15                                | 8.15                   |
| Wai                    | 12.45                               | 1.30                   | 4.30                                | 6.30                   | 7.30                                | 8.30                   |
| Shingchi               | 1.00                                | 1.45                   | 4.45                                | 6.45                   | 7.45                                | 8.45                   |
| Wai                    | 1.15                                | 2.00                   | 5.00                                | 7.00                   | 8.00                                | 9.00                   |
| Shingchi               | 1.30                                | 2.15                   | 5.15                                | 7.15                   | 8.15                                | 9.15                   |
| Wai                    | 1.45                                | 2.30                   | 5.30                                | 7.30                   | 8.30                                | 9.30                   |
| Shingchi               | 2.00                                | 2.45                   | 5.45                                | 7.45                   | 8.45                                | 9.45                   |
| Wai                    | 2.15                                | 3.00                   | 6.00                                | 8.00                   | 9.00                                | 10.00                  |
| Shingchi               | 2.30                                | 3.15                   | 6.15                                | 8.15                   | 9.15                                | 10.15                  |
| Wai                    | 2.45                                | 3.30                   | 6.30                                | 8.30                   | 9.30                                | 10.30                  |
| Shingchi               | 3.00                                | 3.45                   | 6.45                                | 8.45                   | 9.45                                | 10.45                  |
| Wai                    | 3.15                                | 4.00                   | 7.00                                | 9.00                   | 10.00                               | 11.00                  |
| Shingchi               | 3.30                                | 4.15                   | 7.15                                | 9.15                   | 10.15                               | 11.15                  |
| Wai                    | 3.45                                | 4.30                   | 7.30                                | 9.30                   | 10.30                               | 11.30                  |
| Shingchi               | 4.00                                | 4.45                   | 7.45                                | 9.45                   | 10.45                               | 11.45                  |
| Wai                    | 4.15                                | 5.00                   | 8.00                                | 10.00                  | 11.00                               | 12.00                  |
| Shingchi               | 4.30                                | 5.15                   | 8.15                                | 10.15                  | 11.15                               | 12.15                  |
| Wai                    | 4.45                                | 5.30                   | 8.30                                | 10.30                  | 11.30                               | 12.30                  |
| Shingchi               | 5.00                                | 5.45                   | 8.45                                | 10.45                  | 11.45                               | 12.45                  |
| Wai                    | 5.15                                | 6.00                   | 9.00                                | 11.00                  | 12.00                               | 1.00                   |
| Shingchi               | 5.30                                | 6.15                   | 9.15                                | 11.15                  | 12.15                               | 1.15                   |
| Wai                    | 5.45                                | 6.30                   | 9.30                                | 11.30                  | 12.30                               | 1.30                   |
| Shingchi               | 6.00                                | 6.45                   | 9.45                                | 11.45                  | 12.45                               | 1.45                   |
| Wai                    | 6.15                                | 7.00                   | 10.00                               | 12.00                  | 1.00                                | 2.00                   |
| Shingchi               | 6.30                                | 7.15                   | 10.15                               | 12.15                  | 1.15                                | 2.15                   |
| Wai                    | 6.45                                | 7.30                   | 10.30                               | 12.30                  | 1.30                                | 2.30                   |
| Shingchi               | 7.00                                | 7.45                   | 10.45                               | 12.45                  | 1.45                                | 2.45                   |
| Wai                    | 7.15                                | 8.00                   | 11.00                               | 1.00                   | 2.00                                | 3.00                   |
| Shingchi               | 7.30                                | 8.15                   | 11.15                               | 1.15                   | 2.15                                | 3.15                   |
| Wai                    | 7.45                                | 8.30                   | 11.30                               | 1.30                   | 2.30                                | 3.30                   |
| Shingchi               | 8.00                                | 8.45                   | 11.45                               | 1.45                   | 2.45                                | 3.45                   |
| Wai                    | 8.15                                | 9.00                   | 12.00                               | 2.00                   | 3.00                                | 4.00                   |
| Shingchi               | 8.30                                | 9.15                   | 12.15                               | 2.15                   | 3.15                                | 4.15                   |
| Wai                    | 8.45                                | 9.30                   | 12.30                               | 2.30                   | 3.30                                | 4.30                   |
| Shingchi               | 9.00                                | 9.45                   | 12.45                               | 2.45                   | 3.45                                | 4.45                   |
| Wai                    | 9.15                                | 10.00                  | 1.00                                | 3.00                   | 4.00                                | 5.00                   |
| Shingchi               | 9.30                                | 10.15                  | 1.15                                | 3.15                   | 4.15                                | 5.15                   |
| Wai                    | 9.45                                | 10.30                  | 1.30                                | 3.30                   | 4.30                                | 5.30                   |
| Shingchi               | 10.00                               | 10.45                  | 1.45                                | 3.45                   | 4.45                                | 5.45                   |
| Wai                    | 10.15                               | 11.00                  | 2.00                                | 4.00                   | 5.00                                | 6.00                   |
| Shingchi               | 10.30                               | 11.15                  | 2.15                                | 4.15                   | 5.15                                | 6.15                   |
| Wai                    | 10.45                               | 11.30                  | 2.30                                | 4.30                   | 5.30                                | 6.30                   |
| Shingchi               | 11.00                               | 11.45                  | 2.45                                | 4.45                   | 5.45                                | 6.45                   |
| Wai                    | 11.15                               | 12.00                  | 3.00                                | 5.00                   | 6.00                                | 7.00                   |
| Shingchi               | 11.30                               | 12.15                  | 3.15                                | 5.15                   | 6.15                                | 7.15                   |
| Wai                    | 11.45                               | 12.30                  | 3.30                                | 5.30                   | 6.30                                | 7.30                   |
| Shingchi               | 12.00                               | 12.45                  | 3.45                                | 5.45                   | 6.45                                | 7.45                   |
| Wai                    | 12.15                               | 1.00                   | 4.00                                | 6.00                   | 7.00                                | 8.00                   |
| Shingchi               | 12.30                               | 1.15                   | 4.15                                | 6.15                   | 7.15                                | 8.15                   |
| Wai                    | 12.45                               | 1.30                   | 4.30                                | 6.30                   | 7.30                                | 8.30                   |
| Shingchi               | 1.00                                | 1.45                   | 4.45                                | 6.45                   | 7.45                                | 8.45                   |
| Wai                    | 1.15                                | 2.00                   | 5.00                                | 7.00                   | 8.00                                | 9.00                   |
| Shingchi               | 1.30                                | 2.15                   | 5.15                                | 7.15                   | 8.15                                | 9.15                   |
| Wai                    | 1.45                                | 2.30                   | 5.30                                | 7.30                   | 8.30                                | 9.30                   |
| Shingchi               | 2.00                                | 2.45                   | 5.45                                | 7.45                   | 8.45                                | 9.45                   |
| Wai                    | 2.15                                | 3.00                   | 6.00                                | 8.00                   | 9.00                                | 10.00                  |
| Shingchi               | 2.30                                | 3.15                   | 6.15                                | 8.15                   | 9.15                                | 10.15                  |
| Wai                    | 2.45                                | 3.30                   | 6.30                                | 8.30                   | 9.30                                | 10.30                  |
| Shingchi               | 3.00                                | 3.45                   | 6.45                                | 8.45                   | 9.45                                | 10.45                  |
| Wai                    | 3.15                                | 4.00                   | 7.00                                | 9.00                   | 10.00                               | 11.00                  |
| Shingchi               | 3.30                                | 4.15                   | 7.15                                | 9.15                   | 10.15                               | 11.15                  |
| Wai                    | 3.45                                | 4.30                   | 7.30                                | 9.30                   | 10.30                               | 11.30                  |
| Shingchi               | 4.00                                | 4.45                   | 7.45                                | 9.45                   | 10.45                               | 11.45                  |
| Wai                    | 4.15                                | 5.00                   | 8.00                                | 10.00                  | 11.00                               | 12.00                  |
| Shingchi               | 4.30                                | 5.15                   | 8.15                                | 10.15                  | 11.15                               | 12.15                  |
| Wai                    | 4.45                                | 5.30                   | 8.30                                | 10.30                  | 11.30                               | 12.30                  |
| Shingchi               | 5.00                                | 5.45                   | 8.45                                | 10.45                  | 11.45                               | 12.45                  |
| Wai                    | 5.15                                | 6.00                   | 9.00                                | 11.00                  | 12.00                               | 1.00                   |
| Shingchi               | 5.30                                | 6.15                   | 9.15                                | 11.15                  | 12.15                               | 1.15                   |
| Wai                    | 5.45                                | 6.30                   | 9.30                                | 11.30                  | 12.30                               | 1.30                   |
| Shingchi               | 6.00                                | 6.45                   | 9.45                                | 11.45                  | 12.45                               | 1.45                   |
| Wai                    | 6.15                                | 7.00                   | 10.00                               | 12.00                  | 1.00                                | 2.00                   |
| Shingchi               | 6.30                                | 7.15                   | 10.15                               | 12.15                  | 1.15                                | 2.15                   |
| Wai                    | 6.45                                | 7.30                   | 10.30                               | 12.30                  | 1.30                                | 2.30                   |
| Shingchi               | 7.00                                | 7.45                   | 10.45                               | 12.45                  | 1.45                                | 2.45                   |
| Wai                    | 7.15                                | 8.00                   | 11.00                               | 1.00                   | 2.00                                | 3.00                   |
| Shingchi               | 7.30                                | 8.15                   | 11.15                               | 1.15                   | 2.15                                | 3.15                   |
| Wai                    | 7.45                                | 8.30                   | 11.30                               | 1.30                   | 2.30                                | 3.30                   |
| Shingchi               | 8.00                                | 8.45                   | 11.45                               | 1.45                   | 2.45                                | 3.45                   |
| Wai                    | 8.15                                | 9.00                   | 12.00                               | 2.00                   | 3.00                                | 4.00                   |
| Shingchi               | 8.30                                | 9.15                   | 12.15                               | 2.15                   | 3.15                                | 4.15                   |
| Wai                    | 8.45                                | 9.30                   | 12.30                               | 2.30                   | 3.30                                | 4.30                   |
| Shingchi               | 9.00                                | 9.45                   | 12.45                               | 2.45                   | 3.45                                | 4.45                   |
| Wai                    | 9.15                                | 10.00                  | 1.00                                | 3.00                   | 4.00                                | 5.00                   |
| Shingchi               | 9.30                                | 10.15                  | 1.15                                | 3.15                   | 4.15                                | 5.15                   |
| Wai                    | 9.45                                | 10.30                  | 1.30                                | 3.30                   | 4.30                                | 5.30                   |
| Shingchi               | 10.00                               | 10.45                  | 1.45                                | 3.45                   | 4.45                                | 5.45                   |
| Wai                    | 10.15                               | 11.00                  | 2.00                                | 4.00                   | 5.00                                | 6.00                   |
| Shingchi               | 10.30                               | 11.15                  | 2.15                                | 4.15                   | 5.15                                | 6.15                   |
| Wai                    | 10.45                               | 11.30                  | 2.30                                | 4.30                   | 5.30                                | 6.30                   |
| Shingchi               | 11.00                               | 11.45                  | 2.45                                | 4.45                   | 5.45                                | 6.45                   |
| Wai                    | 11.15                               | 12.00                  | 3.00                                | 5.00                   | 6.00                                | 7.00                   |
| Shingchi               | 11.30                               | 12.15                  | 3.15                                | 5.15                   | 6.15                                | 7.15                   |
| Wai                    | 11.45                               | 12.30                  | 3.30                                | 5.30                   | 6.30                                | 7.30                   |
| Shingchi               | 12.00                               | 12.45                  | 3.45                                | 5.45                   | 6.45                                | 7.45                   |
| Wai                    | 12.15                               | 1.00                   | 4.00                                | 6.00                   | 7.00                                | 8.00                   |
| Shingchi               | 12.30                               | 1.15                   | 4.15                                | 6.15                   | 7.15                                | 8.15                   |
| Wai                    | 12.45                               | 1.30                   | 4.30                                | 6.30                   | 7.30                                | 8.30                   |
| Shingchi               | 1.00                                | 1.45                   | 4.45                                | 6.45                   | 7.45                                | 8.45                   |
| Wai                    | 1.15                                | 2.00                   | 5.00                                | 7.00                   | 8.00                                | 9.00                   |
| Shingchi               | 1.30                                | 2.15                   | 5.15                                | 7.15                   | 8.15                                | 9.15                   |
| Wai                    | 1.45                                | 2.30                   | 5.30                                | 7.30                   | 8.30                                | 9.30                   |
| Shingchi               | 2.00                                | 2.45                   | 5.45                                | 7.45                   | 8.45                                | 9.45                   |
| Wai                    | 2.15                                | 3.00                   | 6.00                                | 8.00                   | 9.00                                | 10.00                  |
| Shingchi               | 2.30                                | 3.15                   | 6.15                                | 8.15                   | 9.15                                | 10.15                  |
| Wai                    | 2.45                                | 3.30                   | 6.30                                | 8.30                   | 9.30                                | 10.30                  |
| Shingchi               | 3.00                                | 3.45                   | 6.45                                | 8.45                   | 9.45                                | 10.45                  |
| Wai                    | 3.15                                | 4.00                   | 7.00                                | 9.00                   | 10.00                               | 11.00                  |
| Shingchi               | 3.30                                | 4.15                   | 7.15                                | 9.15                   | 10.15                               | 11.15                  |
| Wai                    | 3.45                                | 4.30                   | 7.30                                | 9.30                   | 10.30                               | 11.30                  |
| Shingchi               | 4.00                                | 4.45                   | 7.45                                | 9.45                   | 10.45                               | 11.45                  |
| Wai                    | 4.15                                | 5.00                   | 8.00                                | 10.00                  | 11.00                               | 12.00                  |
| Shingchi               | 4.30                                | 5.15                   | 8.15                                | 10.15                  | 11.15                               | 12.15                  |
| Wai                    | 4.45                                | 5.30                   | 8.30                                | 10.30                  | 11.30                               | 12.30                  |
| Shingchi               | 5.00                                | 5.45                   | 8.45                                | 10.45                  | 11.45                               | 12.45                  |
| Wai                    | 5.15                                | 6.00                   | 9.00                                | 11.00                  | 12.00                               | 1.00                   |
| Shingchi               | 5.30                                | 6.15                   | 9.15                                | 11.15                  | 12.15                               | 1.15                   |
| Wai                    | 5.45                                | 6.30                   | 9.30                                | 11.30                  | 12.30                               | 1.30                   |
| Shingchi               | 6.00                                | 6.45                   | 9.45                                | 11.45                  | 12.45                               | 1.45                   |
| Wai                    | 6.15                                | 7.00                   | 10.00                               | 12.00                  | 1.00                                | 2.00                   |
| Shingchi               | 6.30                                | 7.15                   | 10.15                               | 12.15                  | 1.15                                | 2.15                   |
| Wai                    | 6.45                                | 7.30                   | 10.30                               | 12.30                  | 1.30                                | 2.30                   |
| Shingchi               | 7.00                                | 7.45                   | 10.45                               | 12.45                  | 1.45                                | 2.45                   |
| Wai                    | 7.15                                | 8.00                   | 11.00                               | 1.00                   | 2.00                                | 3.00                   |
| Shingchi               | 7.30                                | 8.15                   | 11.15                               | 1.15                   | 2.15                                | 3.15                   |
| Wai                    | 7.45                                | 8.30                   | 11.30                               | 1.30                   | 2.30                                | 3.30                   |
| Shingchi               | 8.00                                | 8.45                   | 11.45                               | 1.45                   | 2.45                                | 3.45                   |
| Wai                    | 8.15                                | 9.00                   | 12.00                               | 2.00                   | 3.00                                | 4.00                   |
| Shingchi               | 8.30                                | 9.15                   |                                     |                        |                                     |                        |



## THE ACOUSTIGRAND

by

## CHICKERING BROS.

The only vertical piano combining the true principles of Construction and Tone character of the best horizontal Grands.

Specially built for this climate and guaranteed.

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Limited,

SOLE AGENTS.

[52-4]

AERTEX CELLULAR  
—DAY SHIRTS

A most satisfactory shirt, being light and comfortable to wear, very absorbent, does not "cling", or strike chilly under fans

Stocked in 3 weights in all sizes.

AERTEX CELLULAR UNDERWEAR and PYJAMAS.

## MACKINTOSH

&amp; CO., LTD.

Men's Wear Specialists.

18, DES VŒUX ROAD.

Telephone 29.

[43]

## The "EL PALACIO" CIGARS

of distinction

Well-known for their flavour and aroma.

## THE EGYPTIAN FAVOURITES

Theodore Vafiadis

A. G. Cousis &amp; Co's

## CIGARETTES.

Sole Agents:

## THE HONGKONG CIGAR STORE

CO., LTD.

Hotel Mansions.

Tel. 151.

[697]

THE  
CORONET

May 22nd, 1919.

at 5.15 and 9.15 p.m.

MRS. VERNON CASTLE

IN

"THE GIRL FROM BOHEMIA."  
CAUGHT AT HIS OWN GAME

BRITISH GAZETTE NOS. 526-527.

Booking at ROBINSON'S.

[125]

BOYCOTT OF JAPANESE IN  
SHANGHAI.  
MOVEMENT SPREADING RAPIDLY.REMOVAL OF JAPANESE  
ADVERTISEMENTS.

The attention of the boycotters is now turned to clearing the city of Shanghai of all Japanese advertisements.

Bands of young men were seen yesterday, (says the *Shanghai Gazette* of May 15th) searching the streets of Nantao for Japanese advertising boards and posters. All were torn down without a single exception.

The telegraph and telephone poles, which used to carry numerous Japanese "ads," now look clean and tidy. So do the walls of all the tea shops and restaurants, which Japanese have been using freely for posting bills and hanging painted advertisements.

Persons who have accepted money from the Japanese for putting up advertisements on their walls or in front of their shops are now asked to remove the disfiguring things and use the space for the advertising of Chinese products. Like magic all the Japanese sign boards have disappeared from the small shops.

In this respect certain Chinese are suffering serious loss but they suffer willingly. Several Chinese advertising firms which run a large business contracting for the Japanese have decided to discontinue their business. Public resorts, such as the several "worlds," are quickly removing all the Japanese advertisements. They are even removing all the Japanese toys from the stalls and filling them with other foreign toys and attractive articles. Even the rich coolies are organising to oppose the Japanese. An organisation of this kind has already been formed in Hongkong. The aim of its members is not to pull Japanese or carry goods for them. Special care is taken by the leaders to prevent violence from being used against the Japanese. The motto of the rich coolies is: "We must be civilised even though the Japanese are barbarous."

The boycott against Japanese bank notes is thorough. Not a single Chinese shop now accepts them. A few days ago some bigger businesses, which have direct connection with Japanese, were forced to accept Japanese notes in payment of goods but they found that none of the Chinese banks, with which they deal, would accept the notes as legal tender. So every time they got a Japanese note they had to send a man to the Japanese bank concerned to have it changed into silver before it could be deposited or paid into the Chinese bank. This has compelled all of them to refuse to accept Japanese notes.

In the meanwhile the run on Japanese banks, especially the Yokohama Specie Bank, continues very brisk. Large numbers of men are daily seen crowding the space at the counters for silver. To quote from a Japanese paper: "There is only room at the said bank for the note exchangers from morning till evening."

In the meantime a black list is being compiled by certain organisations. Shops still dealing with Japanese will be named together with Japanese owned or controlled "Chinese" concerns so that the public may know how to avoid them. It is generally known that several large businesses alleged to be Chinese are really Japanese. These will be dealt with accordingly. There are also many kinds of goods of small value but sold in large quantities under Chinese names. These will also be pointed out to the public.

In order to enable the public better to identify genuine Chinese products a certain society proposes that an organ should be established to issue certificates to genuine Chinese producers and manufacturers which they must display in their shops.

While a large number of students are returning from Japan to join the patriotic movement no more students will be sent to Japan to study. About thirty of the students of the Pootung Normal School are now in Shanghai. They should have proceeded to Tokyo to study educational methods and conditions there; but the principal of the school has decided not to send any this year. It is the custom of this school to send a party to Japan each year. The new graduates of the 2nd Provincial Normal School of Kiangsu, who were preparing to visit Japan just before the boycott movement was started, have also decided to give up their trip.

## A SIX HOURS' DAY.

LORD LEVERHULME'S BOLD  
EXPERIMENT.

Lord Leverhulme announced on March 27th to the shareholders of Lever Brothers at Port Sunlight that the firm had resolved to embark upon a six hours' working day for their employees.

He said that the scheme was to be put into operation as soon as the necessary arrangements could be carried out. Describing the general features of the scheme, Lord Leverhulme said the firm's day workers, and piece workers, would operate in two shifts—a morning shift, beginning at seven o'clock, with fifteen minutes' interval for light refreshments (provided by the firm), ending at 1.15. An afternoon shift was not quite so simple, because there was a strong desire to retain the Saturday half holiday, so, instead of six-hour shifts, the week was to be divided into four shifts of seven and a quarter hours and one of seven hours to make up the thirty-six hours for the week.

This shift would begin at 1.15 and end at 9 p.m. For day and night shift staff, six-hour night shifts were found inconvenient on domestic grounds. It had therefore been agreed that night workers should work five weekly shifts of eight hours, and day workers six shifts of five hours and twenty minutes, so that working alternate weeks day and night shifts, the average of thirty-six hours was maintained. Wages under the new system were to be exactly the same for thirty-six hours as they had been for forty-eight hours in the past.

## THE PHILIPPINES.

AMERICA'S TRADE GIBRALTAR IN  
THE FAR EAST.

If the United States is to retain the place as a commercial power that she has acquired during the progress of the great war, she, in common with the rest of the world, must turn her eyes to the vast markets and fields of undeveloped resources in the Far East, says the *Manila Daily Bulletin*.

With the possible exception of Africa and Russia, the producing areas of the world outside of the immediate Orient have all been tapped, but in China, particularly, and in the non-Japanese islands of the Pacific lies the great opportunity of the next generation. A great opportunity because of the fact that the exploitation of resources will bring comparative wealth to millions of Orientals, who, for the first time in the history of the world, will become a considerable factor in the world's buying markets.

The United States, through the benevolent policy which it has always pursued in the Orient, has acquired a position to profit by this opportunity that is not enjoyed by any other Power in the world. American motives alone are not suspected as imperialistic.

But no matter how great this moral advantage may be, it will avail the American business man nothing unless he makes the most of other and more tangible advantages which are also his.

The Philippine Islands, under the American flag of nominally independent after more than a score of years of American rule, is potentially the strategic base for American commercial operations in the Far East, and Manila is already recognized by the far-seeing man of business as the great distributing point for American manufactures in this new field.

As these words are being written there is en route to Washington a special mission, composed of some of the leaders among the Filipino people, both business men and those in public life. They will seek to secure from Congress a grant of Philippine independence, but at the same time they will do everything in their power to bring about closer commercial relations between the Philippines and the United States.

The point that it is essential for the American business man to remember is that no matter what the decision of Congress on the political status of the Philippine Islands may be, the opportunities which they offer to him, both in themselves and in their geographic relations to the vast and thickly populated regions that are soon to become centres of production for the entire world and markets for the products of the western nations, will not be changed.

It is safe to predict that no political changes will be made that do not bring with them guarantees of stability that are more than sufficient, and it is equally certain that the altruistic policies of America in the islands have won for her a willingness on the part of their inhabitants to safeguard and foster the interests of her nationals for all time to come.

The Philippines of to-morrow, equally with the Philippines of to-day, will be America's trade Gibraltar in the Far East.

That Americans are awakening to this realization has been made manifest in many ways since the beginning of the European war. Port facilities at Manila have suddenly become inadequate to meet the needs of the situation, and the Philippine government has been forced to extraordinary efforts to keep pace with the growth of our imports. New piers are being designed and before many months are past the port facilities of Manila will be among the finest offered by any shipping centre on the Pacific.

Already Manila is becoming the transshipment point for American products destined for India, the Straits Settlements, the Dutch possessions, and French Indo-China. A free zone to provide ample attractions and accommodations for the development of this important trade has been proposed and has support of the government bureau of commerce and industry. That such a zone will be created in the near future seems assured.

The advantages which Manila has to offer along these lines are not hard to find. In the first place, Manila has direct steamer service to America, to Europe, to China, to Japan, to India and the Straits Settlements, to the Dutch Indies and to Australia. In this service American vessels are coming to play a more and more prominent part, and it will not be many months before an American mail line 17-day service between San Francisco and Manila will be realized.

In the second place, Manila has its geographical position. A circle with Manila as its centre and with a radius of 1,700 miles, a little over half the distance across the United States, embraces a population of nearly 128,000,000, while a larger circle, with a radius of 3,500 miles, slightly more than the distance from New York to San Francisco, includes nearly half of the world's entire population. The vast population and undeveloped resources of China are practically at the doorstep of the Philippines.

The Malaysians are already trading with America by way of the Pacific, but with a return to normal conditions, as has been pointed out by Walter S. Wheaton, in an article which recently appeared in the *Pan Pacific*, some of this business, principally that with the British India, will return to the Atlantic coast *via* Suez "except such of that business as we can arrange to care for from our first and last American port of call, Manila, which is only 1,370 miles north-east of Singapore and correspondingly near all Indian and Malayan countries, and which should be a distributory point for American commerce in that portion of the world. Manila should be

(Continued at foot of next column.)

JAPANESE PRESS AND  
KIAOCHOW.A FRANK CLAIM FOR RIGHT OF  
STRONGEST.

In dealing with the attitude of the Japanese Press with regard to the handing over to Japan of Germany's right in Kiaochow, the *Japan Advertiser* says that most of the journals have spoken of Japan's friendship for China as if it were a solidly established influence, estranged by temporary misunderstanding.

Chinese indignation is explained as being due to foreign instigation—a hypothesis which can only be described as dangerously short-sighted—and there is everywhere an almost pathetic assumption that now that this little difficulty has been overcome Sino-Japanese friendship will bear forward the relations of the two countries like a placid and fertilizing stream. Chinese friendship might in the long run have proved more valuable than the succession to part of Germany's plunder. The question was not one of Japan's claim to what she had taken from Germany. German "rights" in Shantung were gained by *force majeure*, naked and undisguised. China has never made a treaty with another country as one equal dealing with another.

The *Nichi Nichi* recognizes the true nature of the transaction when it points out that "such incidents have not been confined to China's relations with Japan," and argues that the strongest, and the *Nichi Nichi*'s argument is that Japan, in exercising this "right," is animated by a fellow-feeling for a kindred nation and that her ultimate purpose is to protect China from "falling a prey to the ambitions of other countries." In other words, Asia for the Asiatics, and China for Japan rather than for foreign countries. We need not point out the fallacy of supposing that because China dislikes European aggression she ought to like Asiatic aggression.

## BRITISH STEEL.

IMPORTANT CONTRACTS GOING TO  
U.S.A.

A Sheffield message of March 27th says that recently an order for 750,000 tons of steel rails required for reconstruction in Northern France was ordered to British and U.S. manufacturers. When the British manufacturers got down to the bare net cost, with no profit at all, they were still 30s. per ton outside the price quoted by the American manufacturers.

An order for the first 500,000 tons has already gone to the U.S. The remaining 250,000 tons were held over for British manufacturers, but they could make no certain promise of delivery owing to threats of strikes, and if the order has not already gone it is likely to follow the first one to America.

It is also believed that an order of about 275,000 for locomotives has been lost to the U.S. It is a matter of common knowledge in the iron and steel and engineering industries that reconstruction orders for France and Belgium are going to America far more than they are coming to this country, although British manufacturers want the work.

Another contract we recently lost was the Birmingham order of £18,750 for steel girder rails, which was placed with the Lorain Steel Company, Cleveland, U.S.A., because British firms could not guarantee early delivery.

Mr. A. J. Eagon, chairman of several large steelmaking concerns, said to-day that he did not think it was fully realized what injury was being done to British interests by continued unrest.

warehousing and gateway port, and that is one of the many things our tradespeople will have to do.

"America's opportunities for business with these Far Eastern countries," he continues, "will be immensely bettered if we take advantage of what Manila, as an American 'key port' or base has to offer, and from which these countries can be supplied."

Among the principal steamship lines now making Manila a regular port of call are the Pacific Mail, the Canadian Pacific, the Toyo Kisen Kaisha, the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, the Blue Funnel line, the Matson line, the Dollar line, the Admiral line, the Java-Pacific Line, the China Mail, and the Spanish Mail.

In addition to Manila there are seven ports of entry in the Philippines and three well-developed and improved harbours at Cebu, Iloilo and Zamboanga. At Manila three big piers have been built and two more will soon be under way. The Insular government piers already constructed measure 70 to 800 feet and are largely of reinforced concrete and steel construction. Manila bay is an ideal harbour and the construction of an extensive breakwater has made it doubly safe for shipping. The main harbour is always kept dredged to a depth of 30 feet, and government officials are authority for the statement that this depth may be increased by dredging, if necessary requires. The total spent by the Insular government in Manila harbour improvements since American occupation up to the end of last year is about \$7,000,000.

Cebu is the second port of the Philippines and has a magnificent natural harbour, on the development of which over a million dollars has thus far been spent. Iloilo, which is of particular importance as a sugar shipping centre, also has a well developed harbour of ample proportions, while the port of Zamboanga is also very well able to accommodate the largest vessels in the Pacific trade.

G. R.  
NOTICE

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916. Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

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## A JUMBLE SALE

will be held in

ST. ANDREW'S CHURCH HALL.

or

FRIDAY, MAY 23rd.

from

3 o'clock to 8 o'clock.

CONTRIBUTIONS of any description will be gratefully received. These may be sent to the Church Hall on THURSDAY, MAY 22nd.

Proceeds in Aid of the Kowloon Branch of the Ministering Children's League.

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## DAIRY FARM NEWS

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by storing them in our Cold Stores for the Summer months when no moths or vermin can attack them.

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THE DAIRY FARM ICE &  
COLD STORAGE CO., LTD.

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## WISEMAN, LTD.

## TEA DANCE

10-DAY

Thursday, May 22nd.

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# COMPANY MEETING

## CANTON INSURANCE OFFICE, LIMITED.

The annual general meeting of the above Company was held, yesterday, in the offices of Messrs. Jardine, Matheson & Co., Ltd., Mr. John Johnstone presiding. The others present were:—Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs. F. Maitland, A. H. Compton, and T. E. Pearce (Consulting Committee), Mr. R. F. Mattingley (representing the solicitors), the Hon. Mr. Ho Fook, Messrs. E. V. D. Parr, G. W. Barton, D. G. M. Bernard, J. Arnold, H. Percy Smith, G. C. Moxon, A. C. Davison, Ho Leung, Ho Kwong, M. H. Lo, Chui Sin Nam, A. F. Arculli (shareholders), and F. C. Hall (Acting Secretary).

The Chairman said:—Gentlemen,—We meet to hold this our 38th annual meeting under much happier auspices than has been the case on the past four occasions. The conclusion of the Armistice last November and the approaching settlement of the terms of peace bring to a close a period of tension which has tried us all severely both privately and commercially.

The figures we now present disclose an era of prosperity, resulting in a surplus for the year 1917, which is by far the largest in the history of the Company, and this, I think you will agree, is the more creditable when the difficulties with which we have had to contend are taken into consideration. Shortage of staff, both out here and in London, delays and restrictions in sailing, and many other disabilities, have tended to make our work more difficult and laborious than in former times.

The premium income for the closed year of 1917 shows an increase of \$900,000 over that of 1916, while the amount of losses has only risen by the sum of \$120,000.

Turning to the year 1918, we find that, though the premium income is one million dollars less than that for 1917 after a similar period, losses also have fallen by the sum of \$800,000, with the result that in spite of the heavy drop in income as expressed in dollars the balance for the year 1918, as on the 31st December, is only \$70,000 less than that carried forward for 1917 on a similar date. I may mention that this fall in income for last year is very largely due to the still upward trend of sterling exchange, our accounts being presented this year at 3s. 4d. as against 3s. for last year.

A review of the balance-sheet will show that our assets, both in sterling and as expressed in local currency, represent a considerable increase over those for 1917. The only item which calls for special comment is that of British, Indian and Colonial Government bonds and stocks, which has risen from £287,000 to just over £300,000, this being due to the continued investment of our surplus funds in War Loan.

Our funds are all in a healthy condition. The investment and exchange fluctuation account shows an increment of just over \$200,000, this being due to the appreciation of securities generally and to the favourable rate of exchange ruling between Hongkong and Shanghai on the 31st December last.

The surplus to be dealt with is \$1,775,155.25, out of which has been paid an interim dividend of \$18 per share, leaving \$1,595,155.25, and we now recommend the payment of a final dividend of \$12, the appropriation of \$500,000 to sterling reserve fund, and the carrying to underwriting suspense account of the balance of \$875,155.25 to close the year 1917. This last amount is considerably in excess of all previous like appropriations, but our operations in the year in question having been large and our provision to meet liabilities attaching thereto must be proportionately greater.

It is early yet to say much about 1918, but, as already stated, the balance of \$1,595,155.25 is quite a satisfactory, and fully permits of the payment of an interim dividend of \$18 for that year.

Now, gentlemen, with regard to the future, as we return to more normal conditions competition is bound to become extremely keen. Such competition must be felt even by old and firmly-established companies such as this, and although we have little to fear from such competition it stands to reason that we should be prepared for a big shrinkage in our premium income. This shrinkage will in all probability continue until some of the more recently-formed companies find that marine insurance is not quite so remunerative, under normal conditions, as they were led to expect; or until the gradual opening up of China enables us to increase the field of our activities and gives more room for newcomers. In the latter respect it must be a matter of very keen disappointment to the many business men in China—both native and foreign—to view the half-hearted attempts made by the Chinese themselves to settle their differences and put their houses in order. In fact, one is forced to the conclusion that those at present in authority find a state of unrest so beneficial to their own pockets that, in spite of the very evident danger to their mother country, they deliberately play their cards in such manner as will ensure the game being continued. Neither party appears to be better than the other in this respect, and while they continue the quarrel for their own immediate benefit others step in and take what they want, well knowing that there is no one in this country to oppose them.

(Continued at foot of next column.)

# TAKING MILITARY PHOTOGRAPHS.

## JAPANESE FINED \$10.

At the Magistracy, yesterday, C. Hirose, a Japanese, was charged with taking military photographs in contravention of regulations.

Defendant admitted taking photographs of Victoria Barracks, but pleaded ignorance of the laws of the Colony. He had asked a soldier and a policeman if he could take the photographs, and they told him that he could take snapshots.

Inspector Brazil said the photographs were taken from Seven-and-Sixpenny Hill, which was looking down Queen's Road and into the Barracks. The C.S.P. was not pressing the charge, and only asked for a nominal penalty.

A soldier said he caught defendant in the act of taking photographs and arrested him.

The Magistrate: "I suppose defendant took the photographs in broad daylight when there were plenty of people about the place? There was no reason for thinking he had any serious intention in view. Notices in Japanese, Chinese and English are posted up all over the Colony stating that photography is absolutely forbidden and ignorance of the law is no excuse. I fine defendant \$10 and confiscate the plates."

# A TRUCK ACCIDENT.

CHARGE OF DRIVING WITHOUT A LICENCE.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with driving a truck without a licence.

Inspector Brazil stated that the truck knocked down a little child, who sustained some injuries on the side of the face. He thought the child was to blame for the accident, but perhaps the Magistrate would award the mother compensation.

Mr. Lindsell: You only charge him with driving without a licence. He is not charged with reckless driving.

Inspector Brazil said they could not charge the man with reckless driving as there was no evidence to that effect. The truck was going slowly. It was almost impossible for truck-drivers to steer clear of "the kids" who ran about the streets.

Mr. Lindsell fined defendant \$4 for not having a licence.

# THE ARMED ROBBERY IN QUEEN'S ROAD.

## TWO MEN IN THE DOCK.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, two Chinese were charged with being concerned in an armed robbery at No. 282, Queen's Road, a jewellery establishment.

It was alleged that the defendants entered the shop at about 8.30 p.m., and after terrifying the inmates, stole over \$2,000 worth of jewellery. On Saturday last the men were arrested in Queen's Road. A quantity of jewellery, valued at \$60, was found on the first defendant, who was identified by the *fokis* of the shop as having participated in the robbery. The second defendant had no jewellery in his possession, but he, too, had been identified.

Mr. Lindsell remanded the case till next Thursday.

With regard to the proposal to reduce the liability on each of our shares by the sum of \$30, the circular letter dealing with this matter has been in your hands for some time past, and I feel sure that the advisability of this measure will appeal to you. At the Consulting Committee meeting which will be held at the termination of this meeting sanction will be sought to make a call of \$50 per share in respect of monies unpaid on the shares held by members of the Company, and, if obtained, a further sanction will be sought to the payment of a special dividend of \$20 per share out of the reserve fund, this special dividend to be payable the day following that on which the call becomes due. The proposition has received the careful consideration of your Committee, and we trust that it meets with your approval.

There being no questions, the Chairman proposed the following resolution:—"That the report and accounts as presented, including the payment of a final dividend in respect of the year 1917 of \$12 per share, and of an interim dividend in respect of the year 1918 of \$18 per share; the addition of \$500,000 to the sterling reserve fund, and of \$875,155.25 to the underwriting suspense account be adopted and passed."

Mr. E. V. D. Parr, in seconding, congratulated the general managers and the staff on the excellent results and the sound position of the Company. The proposition was carried.

The Hon. Sir Paul Chater, Sir Robert Ho Tung, Messrs. H. P. White, F. Maitland, C. S. Gubbay, A. H. Compton, and T. E. Pearce were re-elected members of the Consulting Committee, on the proposition of the Hon. Mr. Ho Fook, seconded by Mr. J. Arnold.

Messrs. H. P. Smith and A. R. Lowe were re-elected auditors, with a remuneration of \$750 each, on the proposition of Mr. G. W. Barton, seconded by Mr. Ho Leung.

There being no further business, the meeting terminated.

# EVADING LIQUOR DUTY.

## CHINESE FINED \$500.

At the Magistracy, yesterday, a Chinese was charged with attempting to evade custom duty in respect of 45 gallons of liquor, and with failing to notify the Revenue Officials of the importation of wine into the Colony four hours after its arrival.

Defendant pleaded guilty to the first charge, stating that he was a new comer and did not know the regulations. He was not the owner of the junk which carried the liquor.

Mr. Tratman: If he is not the owner of the boat, then the only thing I can do is to detain the boat till the right owner applies for its release.

Mr. Lindsell: If you cannot prove defendant is the licensee you cannot do anything in the matter.

Mr. Tratman replied that, according to the law, it was within his jurisdiction to detain the boat, otherwise whenever smuggling went on the owner of the boat would disavow ownership. There appeared to be extensive dealings in wine between Mrs. Bay and Shaukiwan, due, no doubt, to the absence of Revenue Officers. The men were making a good thing out of it. There was another possible charge which could be preferred against defendant, though witness was not bothering about it, and that was that defendant brought wine into a prohibited area. Shaukiwan had been declared a forbidden area because the Revenue Officers were unable to control all that district.

Mr. Lindsell: \$500 fine, or four months' hard labour.

Defendant: What about the wine?

Mr. Lindsell: The wine will be confiscated and the boat detained till the rightful owner appears.

Will the *fokis* on the boat be detained? I hope that will not be the case they are only employees. No.

Defendant then left the dock apparently satisfied.

# "A MAN OF FEELING."

## CHINESE CHARGED WITH KIDNAPPING.

"I am a man of feeling and took compassion on the boy, whom I found dripping wet on the hillside," said a Chinese to Mr. R. O. Hutchison, when charged with kidnapping a boy from the custody of his parents at West Point.

A *foki* gave an interesting story of how the lad disappeared from his home one afternoon. A hue and cry was raised by the distracted parents, but to no purpose. Suddenly witness conceived the idea of posting up notices in different districts of Hongkong and Kowloon, offering a reward for any information leading to the discovery of the boy's whereabouts. Witness said he went to Yau-mat-ti and posted up the notices, after which he went to a barber's saloon to make himself presentable.

While in the saloon he overheard a conversation between some men about the reward which had been offered. He listened to it interestedly, and then heard a man state that the description in the notice tallied with that of a child whom he had seen in 18, Arthur Street. This was enough for witness, who ran out of the shop without being shaved, and immediately informed the Police.

Defendant represented himself as a good Samaritan. He was passing the hillside, he said, and heard a moan as if somebody was in pain. Being a man of feeling, he stopped and found a little boy dripping wet. Out of pity he wrapped the boy up in his coat and took him to his house. He made inquiries about the boy, and discovering where he lived, intended to restore him to his parents.

Mr. Hutchison committed defendant for trial at the next Criminal Sessions.

# IMPERSONATING AN ASSISTED EMIGRANT.

## CHINESE FINED \$325.

At the Magistracy, yesterday, two Chinese were charged with impersonating an assisted emigrant.

It appeared, from the evidence, that a number of Chinese were being sent to Billiton, assisted by the Government. When one of the men went up for medical examination he was rejected on the ground of ill-health. The first defendant then brought the second defendant down from Swatow and, giving him the name of the rejected candidate, put him on board and sent him to Billiton in place of the other man. This was subsequently discovered by the Chinese Secretary and the man was brought back to Hongkong.

Defendants stated that the rejected candidate had accused them falsely, because they refused to give him money to return to the country.

Mr. Lindsell fined the first defendant \$300, with the alternative of three months' hard labour; and second defendant \$25, with the alternative of two weeks' hard labour.

# A HAWKER AND HIS REVOLVER.

## FINE OF \$500 IMPOSED.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with being in unlawful possession of a revolver.

Inspector Grant stated that defendant was arrested in Hollywood Road, where he was sleeping. The revolver was found concealed underneath his jacket. Defendant maintained an annoying reticence, no information whatever being got out of him. Witness believed defendant was mixed up with a gang of bad characters.

Defendant stated that a friend gave him the revolver to carry. He was a travelling hawker and had resided in the Colony over eight years.

Mr. Lindsell imposed a fine of \$500, with the alternative of six months' hard labour.

Arrivals from Saigon report that cholera at that port has assumed an epidemic form. The first cases were traced to Bangkok, where the outbreak, which was considered serious until a week ago, seems now to be on the decline.

Major George C. Wheeler, of the 9th Gurkha Regiment, son of Dr. and Mrs. Edwin Wheeler, old residents of Yokohama, was presented, on St. George's Day, with an inscribed gold cigarette case, by the British community of that port in appreciation of his fine achievement in winning the Victoria Cross.

Hongkong is to be given an opportunity early next month of hearing Czechoslovak music, performed by Professor Frank Smit and Professor Lada Kagi. Both musicians have been serving with the Czechoslovak army and are on a tour now to raise funds for the Red Cross. They are artists of considerable prominence, as they appeared in many of the capitals of Europe before the outbreak of the war. Professor Smit is a violinist and Professor Kagi a pianist.

The Planters' Association of Malaya passed the following resolution at a meeting held on May 1st:—"That this meeting is in favour at all times of free and fair criticism on any question affecting the planting industry." In proposing the motion, Mr. J. S. Ferguson said that it was desirable that a real indication should be given as regards the policy of the P.A.M., who did not wish to be fettered in any way in regard to their criticisms of the Government or anyone else.

Mr. A. Rebel, of the Amsterdam *Telegraf*, who has been spending a few days in Hongkong, where he arrived after a tour in Borneo, Java and Sumatra, leaves on Monday next for Manila. Later, he goes to Shanghai and thence to Peking. From Peking, Mr. Rebel hopes to go to Japan, after which he will join an expedition of eight British, Norwegian, and Dutch men at Valparaiso, who are proceeding to discover the interior of one of the cannibal islands to the south of South America. Dr. E. Coulter is at the head of this expedition. How long they will be away is unknown, but after that expedition Mr. Rebel intends to return to Holland and will write a book in Dutch on his travels.

The Northern China Athletics, who after competing in the Far Eastern Olympic at Manila, spent three days in the Colony as the guests of the Chinese Y.M.C.A., left for Shanghai yesterday on the *Colombia*. The Hongkong and Canton athletes are expected to-day on the *Empress of Asia*. Ng Sze Kwong, the tennis champion of Hongkong, beat the Japanese player, Nomura, by 6-3, 6-1, but was beaten by the Japanese champion Yikami, by 6-3, 6-6, 4-6. The next Olympic will be held at Shanghai in the first week of October, 1921. The results at the conclusion of the Olympiad on May 14th were as follows:—Philippines, 65; Japan, 10; and China, 12.

Speaking at a farewell dinner at Kuala Lumpur, Sir Arthur Young, High Commissioner of the F.M.S., made an interesting reference to Chambers of Commerce. He said: "I was astonished, and I expect you also will be astonished, to know when the first Chamber of Commerce was established and where it was established. It was established by the City of Marseilles as long ago as 1609. Great Britain was very backward in following the example of France, and it was not until 1783 that Glasgow established a Chamber of Commerce, to be followed by Dublin in 1785, and Edinburgh in 1790. London certainly did not take the lead. It is astonishing to know that the Chamber of Commerce in London was not established until 1821—something like 42 or 43 years after the Singapore Chamber of Commerce was established."

# LANE, CRAWFORD & CO.

## AT LAST

WE CAN SUPPLY THE FOLLOWING ITEMS FROM STOCK.

"JAQUES" "WATER POLO BALLS" "TAYLORS"

## CROQUET SETS, LAWN BOWLS,

TENNIS POSTS TENNIS BALLS TENNIS NETS

HARD AND GRASS COURTS INCLUDING

AYRES', SLAZENGER'S, SPALDING'S, WRIGHT AND DITSON'S.

(SLAZENGER'S AND SPALDING'S PACKED IN METAL BOXES).

GOLF TEES GOLF BALLS HICKORY SHAFTS

SILVER KINGS (GREEN DOTS) \$1.10 each. ARCH COLONELS (TWO WEIGHTS) \$1.10 each. PLUS COLONELS (YELLOW DOTS) \$1.10 each.

GLORY DIMPLES, MIDGET DIMPLES, DOMINO DIMPLES. \$1.00 each. \$1.00 each. \$1.00 each.

THE "BOB" 60 cents each. PATENT COLONELS \$1.00 each.

## INDOOR GAMES

INCLUDING

"MINORU," "MANIFESTO," "BOULETTE."

SPECIAL TERMS TO CLUBS, COLLEGES AND SERVICE TEAMS.

# VICTORIA THEATRE

TO-NIGHT 9.15 p.m. TO-NIGHT

CHARLIE CHAPLIN

## "A DOG'S LIFE"

HAROLD LLOYD

## BRIDE & GLOOM

## HANDS UP.

Episode 4—The Phantom's Trail.

BOOKING AT ANDERSON'S.

# MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE. AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply: CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2292.

Manufactory:—19/23, ARGYLE STREET, Mongkok, Tel. No. K264. Hongkong, March 2nd, 1918. [469]

Wm. Powell Ltd. TELEPHONE J46

"ATLAS" REGD.

## SHIRTS AND PYJAMAS

WEAR

AND

DYE

GUARANTEED.

New stock just received

in SMART DESIGNS

WITH STIFF or SOFT DOUBLE CUFF. in TAFFETA, FLANNEL, ZEPHYR, OXFORD, etc. etc.



## NEW ADVERTISEMENTS

## WANTED AT ONCE

A CLERK with some knowledge of Bookkeeping—must have first-class credentials.  
Apply in writing to—  
BRITON,  
Care of "Daily Press" Office.  
[789]

## PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction,  
On FRIDAY,  
May 13th, 1919, commencing at 11 A.M., at his Sales Rooms, Duddell Street,  
10 Bales "ANTIQUE" WOVEN PAPER  
17 x 33", 60 lbs. to team.  
On view now.  
Terms—Cash on Delivery.  
GEO. F. LAMBERT,  
Auctioneer.  
[788]

## WANTED

ADDITIONAL STEWARDS for S.S. "NEURALIA" for voyage to London.  
Full particulars on application to—  
MACKINNON MACKENZIE & CO.,  
Agents.  
[784]

## WANTED

COMPETENT ENGINEER with Good Shop Training for Local Engineering Works.  
Apply stating experience and salary required to—  
Box No. 777,  
Care of "Daily Press" Office.  
[777]

## SITUATION WANTED

PORTUGUESE with several years mercantile experience wanted in Import, Export, Book-keeping and General Office Work as open for engagement. Possesses A testimonials.  
Apply—  
Box No. 784,  
Care of "Daily Press" Office.  
[784]

SIEMENS CHINA ELECTRICAL ENGINEERING COMPANY,  
(HONGKONG) LIMITED.

SIEMENS CHINA COMPANY—BERLIN,  
FRANZ EMIL AUGUST EHRHARDT.

CREDITORS are required to send in their Claims against the above to the undersigned, Alexandra Buildings, Des Voeux Road, on or before SATURDAY, MAY 31st, 1919.

G. BERNARD BROWN,  
Liquidator.  
Hongkong, May 19th, 1919. [785]

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

NOTICE IS HEREBY GIVEN that, owing to the Undersigned proceeding home on leave, Mr. HIGBY E. J. KEWLEY will take charge of the Company's Hongkong Branch as Acting Local Manager as from MAY 21st.

JOHN DE R. LANCASTER,  
Acting Local Manager.  
Hongkong, May 19th, 1919. [773]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

## NOTICE

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF CANTON, LTD.  
Hon. Secretary. [739]

## G. B. E.

IMPORTS AND EXPORTS DEPARTMENT.

## NOTICE

EMPIRE DAY.  
THIS DEPARTMENT will be open for all purposes till Noon on SATURDAY, MAY 24th. Licensed Warehouses will be entirely closed on that day.  
D. W. TRATMAN,  
Superintendent,  
Imports and Exports.  
Hongkong, May 19th, 1919. [778]

HONGKONG POLO CLUB.

EMPIRE DAY.

WE THERE Permitting a POLO CLUB GYMKHANA will be held at the Recreation, Happy Valley (by kind permission of the Stewards Hongkong Jockey Club) on SATURDAY next, MAY 24th, at 4 P.M. Admission \$1.00 (including Tea). Children under twelve Half price.  
Programme includes:—  
TENT PITCHING, BRAIN-KICKER RACE, MOUNTED COMBAT, &c., &c.  
Cash Sponsors.  
S. E. CRIMSTONE,  
Hon. Secretary.  
Hongkong, May 19th, 1919. [774]

FOR SALE

A PORTABLE GARAGE, with all appurtenances, and a Five-seater Car used only 14 months. No reasonable offer will be refused. Owner leaving Colony.  
Apply—  
Box 773,  
Care of "Daily Press" Office.  
[778]

## INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, TO-DAY (THURSDAY), MAY 22nd, 1919, at Noon for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.  
The TRANSFER BOOKS of the Society will be CLOSED from May 12th to May 22nd, both days inclusive.  
By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 9th, 1919. [736]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, TO-DAY (THURSDAY), MAY 22nd, 1919, at 12.30 P.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.  
The TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 22nd, both days inclusive.  
By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 9th, 1919. [738]

BRITISH TRADERS' INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, TO-DAY (THURSDAY), MAY 22nd, 1919, at 12.45 P.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring dividends, etc.  
The TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 22nd, both days inclusive.  
By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 9th, 1919. [737]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 23rd day of MAY, 1919, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1918.  
The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 19th day of May to Monday, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, May 12th, 1919. [748]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Hongkong, on THURSDAY, MAY 19th, 1919, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending April 30th, 1919.  
The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 31st instant, both days inclusive.  
PEAK TRAMWAYS COMPANY, LTD.,  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, May 20th, 1919. [780]

THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARVIS, MATTHEW & CO., LTD. on THURSDAY, MAY 22nd, 1919, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st April, 1919.  
The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, MAY 23rd, to THURSDAY, May 29th, 1919, Exclusive.  
By Order of the Board of Directors,  
W. S. BROWN,  
Secretary.  
Hongkong, May 16th, 1919. [765]

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the Members of the above Society will be held on THURSDAY, JUNE 27th, at 8.15 P.M. in the Hon. Secretary's Office, 12, Chester Road (Hongkong Club Annex).  
AGENDA:—  
(1) To receive and pass the Committee's Report and Statement of Accounts, (2) Election of Officers and new Committee for ensuing year.  
H. B. L. DOWBIGGIN,  
Hon. Secretary.  
Hongkong, May 20th, 1919. [783]

## INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the year ending 30th June, 1919.

THE BOARD having declared an INTERIM DIVIDEND of One Shilling per Share, free of Income Tax, for the year ending 30th June, 1919, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 13 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Canton:—  
THE HONGKONG AND SHANGHAI BANKING CORPORATION,  
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,  
THE RUSSO-ASIATIC BANK,  
THE BANQUE BELGE POUR L'ETRANGER.  
The Payments will be made in either Dollars or Taels as the holder may wish, at the paying rate of exchange of the day.  
THE GENERAL MANAGER,  
THE KAILAN MINING ADMINISTRATION,  
Hongkong, May 9th, 1919. [789]

A. G. DA ROCHA,  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.  
FAVOURED with instructions from the WING SUN & CO. Tailors, with sell by Public Auction, TO-DAY (THURSDAY), May 22nd, 1919, at 2.30 P.M., at their shop No. 71, Queen's Road Central.  
All the Furniture, Fixtures, and Sundries, Also  
Terms—Cash on Delivery.  
Hongkong, May 21st, 1919.

A. G. DA ROCHA,  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.  
FAVOURED with instructions from The Commercial, will sell by Public Auction, on SATURDAY, May 23rd, 1919, at 2 P.M., at his Sales Room.  
EXCELLENT HOUSEHOLD FURNITURE  
Comprising:—  
1) Chesterfield Couch and Arm Chair, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpet, and Rugs, Brass Fenders, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror Wardrobe, Hat Stand, Dining Chair, Silver Ware Cabinet, Teak Bookcase, Dinner Cookery, Glassware, Ornaments, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Washstand, Cooking Stoves, Cutlery, Toilet Sets, Electric Reading Lamp, Cabinets, Sideboards and a long line of Sundries.  
Catalogues will be issued.  
Terms—Cash on Delivery.  
Hongkong, May 20th, 1919.

A. G. DA ROCHA,  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.  
FAVOURED with instructions from The Commercial, will sell by Public Auction, on TUESDAY, May 27th, 1919, at 2.30 P.M., ONE OF THE LARGEST AND OLDEST STOCKS OF CHINESE PORCELAINS, AND CURIOS EVER PLACED ON AN AUCTION FLOOR FOR SALE.  
A Large Variety of 3-coloured and 2-coloured Vases and Plates, Blue and White Vases, and Figures, etc., including Inlaid Burners of Sung and Ming Dynasties, Peking Cloisonne, Crystal, Agate and Jade-stone Vases and Ornaments, etc., and a number of Snuff Bottles.  
Also  
Lacquered Screens, Panels, Old Chinese Engravings and Kakeemonos and a long line of Sundries.  
Catalogues will be issued.  
Terms—Cash on Delivery.  
Hongkong, May 20th, 1919. [784]

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Also  
Lacquered Screens, Panels, Old Chinese Engravings and Kakeemonos and a long line of Sundries.  
Catalogues will be issued.  
Terms—Cash on Delivery.  
Hongkong, May 20th, 1919. [784]

TO LET

A T-100 PEAK, with immediate possession, No. 2 MOUNTAIN VIEW, Furnished or Unfurnished.  
Apply to—  
H. E. POLLOCK,  
Supreme Court.  
[725]

TO LET (UNFURNISHED)

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.  
Address—  
Care of "Daily Press" Office.  
[769]

TO LET

NO. 102, THE PEAK, 2-Roomed House at the Peak.  
Apply to—  
FERGUSON, BETH & FLEMING.  
[522]

THE PEAK

FOR SALE A FIVE-ROOMED Residence.  
For particulars apply to—  
"K.Y.Z."  
Care of "Daily Press" Office.  
[742]

TO LET

A FLAT in Nathan Road, Kowloon.  
A Four-Roomed House in Gordon Terrace, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings.  
[71]

## INTIMATION



## WATSON'S FORMAZONE

(REGISTERED).

A Refreshing, Invigorating and Palatable Drink. Particularly

suitable for Tennis, Shooting and

Bathing Parties.

Baths \$1.20 Per Dozen.

Splits 70 Cts. "

A. S. WATSON & CO., LIMITED.

ERATED WATER MANUFACTURERS

TEL. 438

## MARRIAGE

LANSING-JANION—At the British Consulate General, on April 23th, and afterwards at Christ Church, Yokohama, by the Right Rev. Cecil, Bishop of South Tokyo, Oswald Victoria, third son of Mr. and Mrs. George Lansing, of Shanghai, and EMIL MURRAY, only daughter of Mr. and Mrs. E. A. Janion, of London, niece of the Rev. and Mrs. H. B. Walton, late of Yokohama.

## DEATH

MURRAY—At Dr. Fearn's Hospital, Shanghai, on May 10th, IRENE AGNES MURRAY, aged twenty-nine years.

## ACKNOWLEDGMENT

Mrs. JENNINGS and family wish to thank their friends for the many kind expressions of sympathy and floral tributes received in their bereavement.  
[787]

HONGKONG OFFICE: 104, DES VOEUX ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 22nd, 1919.

## HONGKONG AND AVIATION.

The report that the distinction of making the first aerial passage over the Atlantic has been won by a British officer is another proof that Great Britain's claim to lead in the air is not an idle boast. As it is flying which, perhaps more than anything else, must differentiate the new world from the old, the personnel of the Royal Air Force are entitled to the foremost place amongst the makers of the new world. It is true that they had predecessors, to whom is due the honour which all men give to pioneers; but during the war flying was metamorphosed from an experimental adventure into a practical affair, and the credit for the change and the achievement is due to the R.A.F. That is, as far as British flying goes, and British flying goes very far. That it was victorious over German and Austrian flying is incontestable, and, without making comparisons between British efforts in air warfare and the efforts of our Allies, it is true to say that the Naval situation is paralleled by the air situation. In the summer of 1914

we had six squadrons of aeroplanes and that number had risen to two hundred by the date the Armistice was signed. The output of aeroplanes was raised in the interval to an annual rate of about fifty thousand—an industrial triumph of a high order. It is calculated that our pilots fought at least 40,000 battles over land and sea, resulting in about eight thousand enemy aeroplanes being shot down at a cost of 2,500 British machines. Britain's progress in flight, an unexampled advance in any science, was a national progress made by British aptitude, pluck and industry. The reason why we had the huge potentialities of commercial aviation being canvassed as a matter of course is that the intrepidity of the early war-pilots of the R.F.C. and the R.N.A.S. conquered all obstacles and blazed a trail, by sheer courage, for their successors. To them, and to their organizers, who themselves had shared the arduous of experiments in their own person, is due the credit for the immensely larger vision with which we all regard the world to-day.

The achievement which has just been recorded reminds us of the rapid progress which has been made in the navigation of the air. It was only ten years ago that the newspapers controlled by Lord Northcliffe were endeavouring to encourage aerial development by offering handsome pecuniary rewards for flights from London to Manchester within twenty-four hours, with not more than two stops on the way. At the beginning of this year a Handley-Page aeroplane made the journey from England to India via Sicily, Malta, Egypt, and Baghdad. Only a few days ago the cables informed us that Lt. Col. Watson had flown from Mesopotamia to England in a week, and that Col. Barry had created a record by covering the distance of 987 miles, which divides Madrid from London, in just under twelve hours. That this record will not stand for long is a foregone conclusion, for improvements in the construction of aircraft are continuous. Major-General SEELY mentioned the other day that a chance discovery had resulted in increasing the speed of an aeroplane by ten miles an hour, and that experts saw no reason why a speed of eight hundred miles an hour should not be attained before long. This would enable one to breakfast in London and lunch in New York. Yet when Mr. HANDLEY-PAGE ventured the opinion six months ago that the journey to America could be accomplished in a day and a half he was regarded as an optimist. So greatly have aircraft been improved in the last twelve months that there are machines now which can weather anything but fog or a gale. The aerial mail to Paris during the sittings of the Peace Conference defied wintry weather which would have kept all machines aground in 1913. As the science of meteorology advances the present element of uncertainty will be gradually eliminated.

Recent developments emphasize the need, which has been pointed out by the Hon. Mr. H. E. POLLOCK, K.C., of providing an aerodrome in the New Territory. Already a scheme of inter-Imperial air communications contemplates linking up England and Australia with the Far East, and we must be prepared, also, for the early introduction of local mail and passenger services, such as are being established between London and the chief provincial cities of Great Britain. There are, indeed, grounds for believing that an aerial service is already projected between Hongkong and Shanghai, and that the idea of employing seaplanes to convey valuable merchandise from the interior as a means of escaping the tolls levied by pirates en route is receiving consideration. Obviously, a daily service between Hongkong and Shanghai would be of the utmost convenience to business men, for it would reduce the time occupied in travelling between the two ports from several days to a few hours and would permit of the substitution of letters for cables. According to Mr. HANDLEY PAGE, an 800-mile air service can be run at a profit, both for mails and passengers, at a rate only slightly higher than that to which the public is accustomed.

The Industrial and Commercial Bank, Ltd., of Hongkong, has just opened a branch in Hankow.

The sale of the wreck of the *Ohio* Maru, which was to have taken place at Mr. G. P. Lammert's auction rooms yesterday, was postponed as there were no bidders.

Mr. R. E. Lindsell, Magistrate, has committed for trial, at the next Criminal Sessions, an accountant of a Chinese firm charged with falsifying the books to the extent of \$800.

Five cases (two deaths) of bubonic plague, three cases (one death) of cerebro-spinal fever, and one case (one death) of enteric fever were reported in the Colony on Monday.

A Chinese woman was walking along the road at Mongkok, on Tuesday, when she slipped and fell down. She sustained such severe injuries that she was removed to Hospital, where she died soon after admission.

Hongkong has been declared, by the Government of Siam, an infected port on account of plague. All Hongkong and Swatow vessels clearing for Bangkok after May 18th should call at Kohphra to be examined.

Mr. R. O. Hutchison, Magistrate, fined a Chinese woman \$2,000, with the alternative of six months' hard labour, for being in unlawful possession of 29 Government opium labels. The maximum fine for this offence is \$10,000.

A Chinese was charged at the Magistracy, yesterday, with hawking lizards. "Alive or dead?" inquired Mr. R. E. Lindsell. "Alive," replied Inspector Brazil, adding that the lizards were used for medicine. Defendant was fined \$3.

At the Magistracy, yesterday, Mr. R. O. Hutchison sentenced a Chinese to a month's hard labour for stealing some clothing from a friend. The constable who arrested defendant said he fired several shots in the air as a warning to defendant.

The Polo Club ground has been the scene of much animation each evening this week, assiduous practice being put in for the Gymkhana on Saturday. The entries point to a successful afternoon; the number of ladies competing being a special feature.

An interesting tennis match will be played on the Hongkong C.O. ground this evening between Mr. N. E. Kent and Mr. Mikami. The latter is the Japanese champion who defeated Ng Sze Seng in Manila and was mainly responsible by his consistent tennis, for the success of Japan in the tennis tournament at the Olympic Games.

A number of Japanese who took part in the Olympic Games at Manila have arrived in Hongkong, and arrangements have been made for a baseball match to be played at Happy Valley at 3.30 p.m. to-day, between a local Japanese team and a team drawn from the visitors. The Japanese in Hongkong have improved wonderfully, and recently defeated the U.S.S. *New Orleans* players in a scratch match.

A short commemorative service will be held at St. John's Cathedral on Empire Day, Saturday next, at 8 A.M. The service is intended primarily for the British children of the Colony, for whom the nave and both transepts will be reserved. The general public will be accommodated in the nave aisle. A Government launch, available for Kowloon children, will leave the Kowloon Pier at 8.30 a.m. sharp, and will leave Blake Pier on the return journey immediately after the Service. There will also be a service at the Roman Catholic Cathedral, Bishop Pozzoni officiating.

The most disastrous fire experienced in Yokohama during the last sixty years broke out on the afternoon of April 23th and was not subdued until after midnight. Two thousand five hundred houses were destroyed, sixty blocks of buildings reduced to smoking ruins, and a number of public buildings and business houses burned. Two persons were burnt to death, 30 were seriously injured, and over a thousand rendered homeless. The damage is estimated at 15,000,000 yen. The fire originated in a richly-cooked but. The losses sustained by the Fire Insurance Companies are estimated at about 2,000,000 yen.

Amongst others who left the Colony, yesterday, on the *Columbia* were Mrs. Athol Anderson, wife of the Superintendent in Charge of Works, Hongkong Naval Yard; Mr. C. W. Bewick, of Messrs. Jardine, Matheson & Co.; Mr. B. B. Frikkie, Superintendent of the Great Northern Telegraph Co. Amoy; Mrs. Frikkie and Miss Frikkie; Capt. Warren G. Purdy, late Commander of the *Academund*, recently returned by the United States Shipping Board to the Hawaiian Government; and Mrs. W. P. Neeson, wife of the Passenger Agent of the Pacific Mail S.S. Co. Mrs. Neeson was seen off by a large number of friends, her cabin on the boat being almost full of flowers.

Telegraphic information has been received in Hongkong of the following important amendment, made by the King-in-Council, to the Regulations under the Defence of the Realm Act:—"A person shall not, unless specially authorised for the time being by the Admiralty or Board of Trade, act in the capacity of master or person in charge of a British merchant ship unless he is a natural-born British subject and the son of parents both of whom were, at the time of his birth, either natural-born British subjects or British subjects by naturalisation, and if any person acts in contravention of this regulation he shall be guilty of a summary offence against these regulations."



# THE POSITION IN EGYPT.

## GERMANY AND THE PEACE TREATY

### AFGHANS REPORTED TO BE MOVING SOUTH

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]  
AFFAIRS IN EGYPT.  
SPORADIC OUTBURSTS STILL OCCURRING.

Lord Curzon, in the House of Lords, replying to Lord Greve, said the situation in Egypt had certainly improved, although it could not yet be described as satisfactory. Order, generally, had been restored in the provinces, but sporadic disturbances had to be forcibly quelled in some towns, especially in Cairo. Egyptian affairs had been conducted without Native Ministers, since the resignation of the Ministry on April 22nd. The British Government emphatically declared that they did not intend to abandon the responsibilities which they incurred when the task of governing Egypt was placed on their shoulders.

The Government believed the Egyptians should be given an ever-increasing share in the Government of their country, and it was their desire to see Egypt, under British guidance, advance in prosperity and enlightenment, and take its place as a leading Islamic power.

## THE PEACE TREATY.

### IMPOSSIBLE TO FULFIL THE TERMS.

COPENHAGEN, May 14th. A telegram from Berlin states that Count von Rantzau informed the German delegates at Versailles that the Peace Treaty, in its present form, was unacceptable, and could not be signed, because it was impossible to fulfil the terms, and because the German Delegation would sign nothing which they did not intend to fulfil.

The Delegation would endeavour to so improve the Treaty as to make signature possible. He reckoned on the full co-operation of all the members of the Delegation in this connection.

His speech was received with general applause.

## MORE PROTESTS.

The Delegation admit that the principle of self-determination can be asserted as regards a number of proposed territorial changes, but protest against the temporary handing over of the Saar Basin, because it is inhabited purely by a German population, resolutely opposed to severance from Germany.

The Delegation protest against the ultimate reversion of this region being dependent on Germany's ability to pay in gold, as, fifteen years hence, it will be impossible for Germany to have the necessary gold at her disposal. Moreover, the Delegation presume that the Indemnification Commission, if Germany possessed the necessary gold, will not permit its use for that purpose.

The Delegation recognise that France must be compensated for the destruction of her mines, and suggest, as an alternative, their readiness to negotiate on the basis of supplying German coal from the Saar and Ruhr regions, until the devastated mines have been restored.

As regards the cantons to be given to Belgium, the Delegation declare that no proof can be adduced that those districts are inhabited by a non-German population, and say that the proposed plebiscite has no justification.

## EARLIER CABLES.

### REMINDER IN THE HOUSE OF COMMONS.

LONDON, May 14th. In the House of Commons, Mr. Claude Lowther asked: Do the peace terms compel the enemy to pay, fully, the Allies' war bill?

Mr. Bonar Law referred Mr. Lowther to his answer of May 12th.

Mr. Page Croft pointed out that the Germans, when last they made peace, inflicted the whole cost of the war, besides very heavy indemnities.

Mr. Bonar Law replied that the Peace Delegation had never forgotten that at any stage. (Cheers.)

## LATEST CABLES.

### THE AUSTRIAN PEACE TERMS.

#### MILITARY ADVISERS CONSULTED.

PARIS, May 15th. The Council of Four, to-day, consulted the military advisers regarding the Austrian peace terms, the military conditions of which are similar to those of Germany, providing for the dismantling of all unnecessary arsenals, including that of Skoda, the abolition of conscription, and the limitation of the Austrian army.

The terms, it is expected, will be handed to the Austrians on May 21st.

## NURSE CAVELL.

### SOLEMN FUNERAL OBSEQUIES.

LONDON, May 15th. Great crowds turned out, on this typically fine English summer day, to pay their last tribute of respect to Nurse Cavell. The coffin reached Victoria station from Dover, and was received by the Coldstream Guards. A procession was formed of Coldstream Guards, the bands of the Scots Guards and the Welsh Guards playing the "Dead March." Then the bier having been mounted on a gun-carriage, the cortege proceeded along a route, lined by thousands of soldiers, who saluted as the coffin passed.

At Westminster Abbey, where a great and distinguished congregation had assembled, including Queen Alexandra, and the Earl of Athlone, representing the King, a moving service was held, concluding with the rolling of drums in growing intensity, followed by the "Last Post."

The cortege then re-formed, and passed, amid manifestations of public sorrow, along the Embankment to Liverpool Street station, en route to Norwich, where the remains were finally interred.

## DISTURBANCES IN MADRID.

### NUMEROUS CASUALTIES.

MADRID, May 1st. Delayed. It is officially stated that disturbances occurred here, at the close of a labour demonstration, due to the insistence of a crowd who wanted to close the shops. A number of demonstrators tried to enter the Bank of Spain. Gandarmes drove them back. Their Colonel, five officers, and 23 gendarmes were wounded. Four demonstrators were wounded seriously, while many others were slightly wounded.

## EARLIER CABLES.

### THE SITUATION IN NORTHERN INDIA.

#### THE MEETAR OF CHITRAL CONGRATULATED.

SIMLA, May 17th. The Viceroy has sent a message to the Mehtar of Chitral, conveying his cordial thanks for the loyal and efficient aid in driving off the force of 300 Afghan invaders, and his hearty congratulations on the success achieved by the Chitral Scouts and the Mehtar's Bodyguard, in repelling the invaders without a single casualty.

Reuter's special correspondent at Peshawar telegraphs that the Mohomedans and Hindus alike are evidently united in antagonism to the Afghans. These demonstrations, which have done garrison duty in India, are delighted at the chance of fighting before returning home.

The troops are pushing forward with wonderful celerity. In the recent fighting, the Afghan gunners stuck resolutely to their guns which were well placed and provided with head cover, necessitating their being bombed out.

The Afghan infantry were less resolute, and were badly equipped. The few cavalry seen imitated the Arab custom of riding as close as they dare, firing their rifles and racing back to safety.

The official Khyber report says that a reconnaissance made from Dakra towards Basawal met with slight opposition. When they were returning to camp, at Dakra, the Afghans followed up, and fighting ensued.

The enemy, after breaking off, are reported to have moved south, in the direction of Fort Trawick and the Pass connecting the Afghan Plains with the Bazar Valley.

Attempts are being made to harass our convoys at Khyber. Raiping is frequent near Ali Musjid. No change in the situation is reported from other fronts.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]  
ALLIED GROUP TO FINANCE CHINA.

LONDON, May 14th. The Daily News Paris correspondent states that the Consortium, cabled on May 12th, will embody no Government guarantee and will threaten China with no possible infringement of her sovereignty. All future loans to the Chinese Government or to individual provinces will be made by the Group as a whole, and the responsibility shared *pro rata* by the participating Banks.

It is proposed that the existing interests of the participating Banks in China be similarly pooled.

The proposal, if carried out, will mean that the particular Powers will no longer have a predominant influence in the particular regions in China.

The importance of that doctrine in its application to Japan's interests in the Shantung example is obvious. It is definitely laid down that no future loans will be allowed to involve the creation of special spheres of influence in China.

There is strong reason to hope that the result will be marked by a stimulation of development of China's transport system, and the exploitation of her vast mineral resources.

The British representative on the Group is Sir Charles Addis.

## CANTON NEWS.

CANTON, May 15th.

### GUNBOAT SEIZED BY ROBBERS.

The Director of the Salt Revenue Bureau has reported that the gunboat *Chan Tung*, which was sent to Hongkong for repairs, was held up by a launch when nearing Hongkong yesterday. A number of armed men from the launch boarded the *Chan Tung* and took charge of her.

### MILITARY AFFAIRS.

The Tsuchun's recent order to the Harbin Office to send gunboats to transport three regiments of the regular forces from Kingchow to Canton is interpreted as a sign that the military situation is becoming very grave. Large bodies of the Yunnanese troops have been coming back to Canton by special trains run by the Canton-Hankow Railway Company.

Reports from military circles indicate that certain leaders are preparing to protest against the changing of the Tsuchunship, as they have learnt that General Luk Wing-ting has sent Chan Ping-kwan, the Kwangsi Civil Governor, to take over the position.

### INTERNAL PEACE NEGOTIATIONS.

It is reported that the President has sent delegates to negotiate a separate peace with Tong Kai-yew, the Yunnan Tsuchun, and General Luk Wing-ting of Kwangsi. The latter will be appointed Vice-President if he is willing to accept the post.

## PEKING CABLE NEWS.

The foreign diplomats, owing to the suspension of the Shanghai Conference, have decided to deliver a Note of warning to the Peking Government. The diplomats have sent delegates to investigate the cause of the suspension of the Conference, and have also announced that foreign loans will not be offered until peace is concluded.

Luk Ching-chung has reported to the Peking Government that President Wilson has informed him that he will help China to deal with questions regarding Shantung and Tientsin, in order to bring matters to a more satisfactory solution.

The shortage of foodstuffs in Singapore has forced the Government to fix the maximum prices for the sale of all Australian wheat flour imported into Singapore. (1) By importers \$4.75 per bag. (2) By other than importers, when sold in quantities of not less than one bag—\$4.25 per bag. (3) When sold in quantities of less than one bag—18 cents per catty. For the purpose of this notice a bag shall mean a bag of 49 lbs. or approximately 38½ catty. Nothing whatsoever shall be added to the above prices except a sum equal to the net amount of the charges for transport actually incurred by the seller and approved by the Food Controller. Any person disobeying this order will be liable on conviction to a fine not exceeding \$200 and to imprisonment of either description which may extend to six months.

## WEDDING IN SINGAPORE.

### FLAG LIEUT. LIVINGSTONE—MISS ELEANOR GUNSAULUS.

St. Andrew's Cathedral, Singapore, was the scene, on May 14th, of a pretty wedding when Flag Lieut. R. G. Fenton Livingstone, R.N., (of Vice-Admiral Sir Frederick Tudor's staff), second son of the late Mr. G. F. J. Fenton Livingstone, Easter Moffat, Airdrie, and Mrs. Fenton Livingstone, was married to Eleanor, the eldest daughter of Mr. Edwin N. Gunsaulus, the American Consul, and Mrs. Gunsaulus. Among the large number of distinguished people present were H.E. the Governor and Lady Evelyn Young, H.E. the General Officer Commanding and Mrs. Bidout, The Hon. Mr. F. S. James, Colonial Secretary, and Mrs. James and Mr. Sherwood, and Mr. Gunsaulus' consular colleagues.

The bride was attended as bridesmaid by her little sister, Miss Betty Gunsaulus. The duties of best man were carried out by Lieut. Col. F. H. Griffiths.

The ceremony which was performed by the Ven. Archbishop Swinwell was fully choral. As the bride entered the church, "The Voice that Breathed o'er Eden" was sung, and the party left to the strains of Mendelssohn's Wedding March, and the pealing of bells. Mr. Salzmann officiated at the organ.

A reception was afterwards held at Holme Chase, Grange Road, and was attended by a large gathering, the majority of whom were present at the service in the Cathedral. The newly-married couple were heartily congratulated by a wide circle of friends, after which refreshments were partaken.

His Excellency the Governor proposed the toast of the bride and bridegroom, and, in the course of a very happy address, he said that when he was in Malta, some years ago, he was always rather envious of the navy. He always found that all the girls went after the navy men. "I was an Army man," added Sir Arthur, amidst applause. And he was told "if you want to marry, marry a naval man." The main reason for that was because "he is always roaming about and leaves his wife alone." (Renewed laughter.) He was speaking of forty years ago. The longer he lived the more he had got to like naval men. He hoped and trusted that when the bride and bridegroom celebrated their golden wedding fifty years hence they might be even happier than they were that day. (Applause.)

The toast was heartily honoured, and, in the course of his brief reply, the bridegroom said he would take the opportunity of thanking them for their many past kindnesses. He was quite sure they would always have pleasant memories of Singapore. The bride's going-away dress was of pale pink nixon with a hat of a deeper shade, effectively setting off a beautiful costume. The honeymoon will be spent at Chang, previous to a trip to Shanghai and Wei Hai Wei.

## PEACE CELEBRATIONS AT SINGAPORE.

### A TWO-DAY PROGRAMME.

The following programme of events is being arranged to take place during Peace Celebrations at Singapore. The exact date has not been fixed, but it is fairly certain the celebrations will take place on June 27th and 28th.

Friday, 7.30 a.m.—Garrison Parade. 10 a.m.—Motor Lobby and Car Pageant. Procession. Motor lorries containing school children representing Great Britain, British Colonies and various Allied countries will head the procession. Decorated fire engine, gharries and rickshaws will also take part.

Prizes will be given for the best decorated motor car and the one with the most original design. Similar prizes will be given to decorated motor lorries, special prizes being given to those containing school children. Special prizes will be awarded to gharries and rickshaws. Enclosures will be reserved for school children and a limited number of stands for the use of children will be erected on the old golf site. It is hoped that a choir of schools will sing patriotic songs.

Friday, 5.15 p.m.—Grand football match on Raffles. Reclamation between two teams selected from members of the M.F.A. Models will be presented to the winners.

6 p.m.—Bonfire and fireworks display on the Teluk Ayer Reclamation. Saturday, 10 a.m.—Sea sports. 3 p.m.—Malay School sports on Raffles Reclamation.

2.30 p.m.—Land sports on the Race Course. 9 p.m.—Grand lantern procession along a selected route to reach Government House at 10 p.m.

### SMALL ILLUMINATIONS.

10 p.m.—Grand fireworks display by the Japanese community on Raffles Reclamation.

It has been arranged that the poor inmates of the Hospitals and other Institutions will have special meals served to them.

It is hoped that all buildings and vessels in the harbour will be decorated and illuminated on both days.

A message from Kure to the *Asahi* says that the work of constructing big tanks for crude petroleum was started by the Japanese Navy on April 1st at Hitomura-mura. It is said that the work is on such a colossal scale that 20 years will be occupied in its completion. It is explained that this gigantic work has been necessitated by the adoption by the Japanese Navy of "the big-warship and big-gun" principle, which is said to have convinced the naval authorities of the necessity of substituting crude petroleum for coal, culminating in the starting of the present gigantic work near Kure.

## QUEEN MARY'S NEEDLEWORK GUILD.

### REPORT OF HONGKONG BRANCH FOR APRIL.

CITY HALL WORK PARTY (under Mrs. Stabb).—222 vests, 117 pyjamas, 3 shirts, 3 children's pyjamas, 30 milk covers, 238 handkerchiefs, and 84 pants. NAVAL AND DOCKYARD BRANCH (under Mrs. Gurner).—10 shirts, 21 vests, 8 pants, 12 bed-jackets, 10 socks, 1 pair gloves, 3 pyjamas, 3 body belts, 1 child's jacket, 1 long flannel, 2 stays, 1 boy's shirt, 1 petticoat and 1 blanket.

CATHOLIC WOMEN'S LEAGUE (under Miss Loureiro).—9 pairs socks, 10 mufflers, 2 sweaters, 21 knitted scrubbers, 18 maps, 100 khaki handkerchiefs, 876 rolled bandages, 120 food covers, 1,200 sponge swabs, and 3 wire puzzles.

The following letter has been received: Office of Red Cross Commissioner, Mes. Ex. Force.

Basrah, February 12th, 1919.

Dear Madam, The Commission of the British Red Cross and Order of St. John in Mesopotamia and in Persia—which I have the honour to represent—is now demobilising and after March 1st, 1919, will return to England. I beg to take this last opportunity of thanking you and the Association which you represent for your many and generous gifts and comforts for the sick and wounded in those countries.

During the three years that I have been in Mesopotamia Red Cross gifts have poured in a ceaseless stream into our Base headquarters of the Empire. British and Indian patients in hospitals throughout the whole theatre of operations—from the Persian Gulf to Anah on the upper Euphrates, to Mosul nearly 1,000 miles up the Tigris, and to Baku on the Caspian Sea—have alike received your gifts through one or other of our many Red Cross Depots in Mesopotamia and in Persia. Not only on behalf of the Red Cross but on behalf also of the sick and wounded, whom in some measure I can claim to represent, I thank you most warmly for your unsparring efforts on behalf of the hundreds of thousands of men who have been admitted to the Hospitals of the Mesopotamia Expeditionary Force.—Yours, truly,

(Signed) S. M. MOLLER (Lt.-Col., Red Cross Commissioner).

## BOMBS ON LONDON RAILWAY STATIONS.

### LIVERPOOL STREET, ST. PANCRAS, AND WATERLOO DAMAGED.

How seriously the London railways were affected by the air raids during the war has been disclosed in a report issued by the London Fire Brigade.

Liverpool street, St. Pancras, and Waterloo stations were struck, and numerous railway stations and depots badly damaged. The damage to Liverpool Street station occurred during the daylight raid on June 13th, 1917, when four explosive bombs dropped on the station. Twelve carriages were wrecked, 100 ft. of the platform demolished, and 18 men killed and 13 people severely injured.

Waterloo station was hit on September 29th, 1917, but happily there was no loss of life amongst passengers. Nine goods trucks and 12 passenger coaches, empty of passengers, were wrecked and a big building, used as offices and stores, severely damaged. Another explosive bomb fell on the main line south side, wrecking the permanent way, partly demolishing a signal box, and shattering the roof over the platforms.

THE DAMAGE AT ST. PANCRAS. The greatest damage to railway property, however, was caused on February 17th, 1919, when five bombs dropped on the Midland Grand Hotel at St. Pancras. Eleven men and four women were killed and 17 persons injured, five of whom died subsequently.

On October 1st, 1917, an anti-aircraft shell struck the Grosvenor road bridge of the London, Brighton and South Coast Railway Company at Queen's-road, Battersea, and caused a terrific explosion and fire. One gas main after another blew up, until three 31-inch gas mains had been fractured, and the escaping gas took fire and blazed furiously. As the result of the explosions and fire about 100 feet by 50 feet of the railway bridge was badly damaged and ten cars were burnt in an arch under the bridge.

The marriage of Lieut. Gordon N. R. Upton to Miss Rose James, on May 10th, was the first "War Wedding" in Kure, the bridegroom, who was in uniform, being one of the first of the Kobe boys to leave for the front when war broke out, returning after service on many fronts.

The fall of the mark is only second to that of the ruble. At Cologne on March 4th it was worth on exchange only 42d. In the second week of December the men of the British Army of Occupation began receiving their pay in marks at the rate of 34 to the sovereign. A month ago they were receiving 53 marks for £1.

The Chinese Ministry of the Interior is planning to take a census of all the Japanese subjects in Peking and elsewhere throughout the country. The census will not cover Japanese living in their own or in other foreign concessions in China, being meant to include only those Japanese resident in territory strictly controlled by the Chinese Government.

## COTTON MISSION FOR THE FAR EAST.

### COMBATING JAPANESE COMPETITION.

#### SOME INTERESTING DETAILS.

I understand (writes a London representative of the *Manchester Guardian*) that the arrangements are now nearly completed for the important Mission which the Lancashire cotton industry is sending to the Far East. It will be composed partly of representatives of the Manchester Chamber of Commerce and partly of delegates of the employers and trade union organisations. The Overseas Trade Department of the Board of Trade, which is closely interested in the enterprise, may be represented also. I hear that the deputation from the Manchester Chamber of Commerce, who first had an interview with Sir Arthur Steel-Maitland on the question, are well-satisfied with their visit to London.

DESIRE TO KNOW LANCAIRES' VIEW. The Department of Overseas Trade wish to be convinced that there is a general demand from Lancashire for action of this kind, and they also want to know that this is a probability of some tangible good being derived from the journey. I understand that the representatives of the cotton trade put a strong case for the Mission. There is still some difficulty as to who shall represent the various interests. It is not desirable that the deputation should be too large, yet at the same time members should be fully representative of the different trade sections. It is urged that if anything is to be done no time should be lost, and a decision on the part of the Board of Trade is expected very shortly.

The Mission may be away from England for nine months, engaged in making an exhaustive inquiry into the whole field of the textile industry in its relation to the markets in China, Straits Settlements, the Dutch East Indies, and India. The original proposal to send a commercial mission to the East arose, I believe, in Blackburn last year. It was taken up by the Manchester Chamber of Commerce, and by them urged upon the Government. It grew out of the feeling that something must be done to meet the serious position created by war conditions. An important factor, of course, is that of Japanese competition.

### JAPAN'S OPPORTUNITY.

The war, as is well-known, nearly crippled Lancashire's export trade. In August last year, when the idea of the Mission was conceived, the position, roughly, was that only one-third of the productive capacity was available for the home and export trade, and a large part of the eastern markets had to be sacrificed. Prices were ruling so high that an easy opportunity was given to Lancashire's chief rival in the East—Japan. The development of the Japanese trade in cotton goods throughout the East during the war has been great enough to cause uneasiness. The Japanese have been able to undersell Lancashire goods in the Chinese and other markets, and they have been carrying out a highly effective system of commercial penetration. A certain amount is known about the Japanese methods, but there is scope for inquiry into the organisation of the industry, which appears to be developing along highly scientific lines, with the help of State subsidies of shipping, and so forth. The Mission will visit Japan and make detailed investigations into the whole of the industry, and should be able to present a report on its return which would be of value to Lancashire.

I hear that at this moment a Japanese Textile Mission is in Lancashire carrying out precisely the same kind of investigation. These commercial missions seem to be carried out by foreign Governments on a far more systematic scale than with us. There are at present, for instance, several American missions in this country, busily engaged in collecting information about various branches of our commerce. With regard to Japan there is reason for believing that big developments are in progress.

### JAPAN'S EXPECTATIONS.

The Japanese consider that the textile industry is one that can be most fruitfully expanded, owing partly to the suitability of the climatic conditions, the abundance of cheap labour, and, of course, the proximity to the eastern markets. The latest figures published by the Department of Finance in Tokyo show the total number of looms in 1918 was 772,391, turning out silk and cotton fabrics and that the value had increased from £10,319,024 to £20,449,026. The figures of the United Kingdom for the same year were: Cotton goods £118,307,992, as against £28,918,745 in 1918; silk manufactures £2,406,118, as against £1,700,093 in 1918. The statement that is most commonly quoted, namely, that there are only 33,000 weaving machines in Japan leaves out of account the innumerable looms in houses, but that does not matter very much, perhaps, for hand-loomed certainly cannot compete with Lancashire's power looms. In March, 1914, the total estimated number of spindles in Japan was 2,412,544, against close upon 66,000,000 in Great Britain, but the difference is perhaps not quite so great at present, and the fact that the Japanese mills are run on the double shift system, of course, makes the output greater in proportion. The chief purpose of the Mission will be to ascertain exactly the methods by which the Japanese are obtaining their hold upon the markets of the East, and exactly where their advantages lie.

It is suggested that the Mission will go first to America, where it will study the American methods of production. It will also obtain information as to the Japanese system of buying raw cotton. It will then go to Japan. Afterwards a visit will be paid to the Chinese market, with a view to seeing what steps can be taken to improve the Lancashire trade, and the tour will include also a visit to the Dutch East Indies, and to India.



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### WAR'S DARK DAYS.

SECRETS WHICH WERE WITH-  
HELD AT REQUEST OF  
ALLIED CENSORS.

(BY PHILIP GIBBS.)

Now that victory is ours, we may look back with steady eyes at bad times when it was hard to know the truth and still keep faith and courage. For the British armies in France and Belgium, and for those who counted upon their strength, the darkest days of all began in March of last year, when the Germans launched their offensive against the British lines and drove us back in hard retreat over a great stretch of country which our men had gained by enormous sacrifice of life through years of fighting.

I saw the scenes of that retreat and I confess now that when I saw our men coming back over the old Somme battlefields, when I saw remnants of our fine divisions so exhausted that they could hardly stand and so weak in numbers that they had no chance of resisting the enemy's onslaught outside towns like Albert and Amiens which had been ours since the early days of the war, I was haunted by the thought that perhaps after all our enormous efforts and losses, victory might not be ours.

#### KEY TO COAST PORTS.

It was worse a month afterwards when the group of armies under Prince Rupprecht of Bavaria, in Flanders, started their northern attack, broke our lines between Festubert and Givenchy, forced the passage of the River Lys, struck northward and captured Bailleul, swarmed back over Passchendaele and all the ridges round Ypres which had cost England the lives of thousands of her sons to take, and took Kemmel Hill from the French who had come up to support us. Then, indeed, it looked as though the worst might happen.

Kemmel Hill was the key of all our northern defences and the very key of the Coast and the channel ports. With Amiens menaced, the road to Abbeville thinly guarded by spent and broken divisions, and Kemmel Hill in the hands of the enemy, we who were on the ground knew that our fate hung on a thin thread of fortune, a thread depending on its strength on the thin lines of British soldiers, tired, fighting in small groups against great odds, but with no surrender in their souls.

#### FAITH WAS JUSTIFIED.

England did not know what touch-and-go it was on the edge of irreparable disaster. I don't think England knows now, nor how hard pressed her men were in those days, nor how great their losses. For though I and other war correspondents described the retreat day by day in great detail we could not tell our people, nor the world, the full measure of our peril, nor the extremity of our weakness; and in any case the spirit of England was so strong in belief of final victory that the gravest disasters did not shake her faith. Those of us in the field then thought that this sublime confidence was almost callous, and it irritated us to anger, knowing the frightful danger and the awful losses, but looking back to that time I see England was right, and her faith justified.

What were the causes of the greatest disaster that has ever befallen British arms? The answer to that question is not easy because it involves many factors and events in the past history of the war. It is linked up with the battles of Flanders, fought between July and December of 1917, followed by the adventures in the Cambrai salient which began with a brilliant victory and ended with an unfortunate reverse at the close of the year.

#### FRENCH HELD UP.

The battles of Flanders had been designed to capture the ridges around Ypres and gain the Belgian coast at Ostend and Zeebrugge at a time when a great part of the German army should be engaged by an important and continuous series of battles by the French in the Champagne district under the supreme command of General Nivelle.

By the greatest bad luck, partly owing to the success of Hindenburg's new system of "elastic defence," the French attack did not make progress and came to a dead halt after heavy losses. The British battles of Flanders began late and British troops instead of encountering an enemy who should have been heavily engaged at the same time opposite the French lines had to attack the strongest German divisions which could be replaced on the orders of the German General staff by fresh divisions from other parts of the line whenever they were shattered by the British assault.

For nearly five months this happened, our troops attacking and capturing the ridges in the foulest conditions of rain and mud, and although we inflicted enormous losses upon the finest troops of the German army—I saw their dead in heaps about the "pill-boxes" (or concrete block houses) on the way to Passchendaele—our own casualties reached terrible figures and we failed to gain the Belgian coast.

#### BRITISH ARMIES WEAKENED.

Lord Northcliffe's estimate was 800,000 casualties to the British armies in 1917, and 75 per cent. of those were on the Western Front. The adventure in the Cambrai salient in November of that year, when our surprise attack with tanks broke the Hindenburg line and when our gallant troops after all that fighting in Flanders took 90,000 prisoners and much ground, cost us numbers of valuable lives a week later owing to the counter surprise by General von Marwitz, when our men had to fight desperate rear-guard actions.

So, at the end of 1917 after all these bloody battles the British armies were terribly weakened in numbers, the gaps in their ranks not being replaced in many divisions by new drafts, and their strength was still further decreased by the loss of three of their finest divisions, who were rushed off to Italy under the command of General Plumer to turn the tide of the Italian disaster which had then happened.

It was at that time, when the British armies on the Western Front were weak, that Sir Douglas Haig was called upon to take over a longer line of front south of St. Quentin, and it was at that

time, in the beginning of last year, that the Germans transferred many of their divisions from Russia to France and Belgium with the menace of an overwhelming attack upon the British and French lines.

#### FRENCH DID NOT THINK SO.

The pressure upon Sir Douglas Haig to take over a longer front was insistent. The French believed that England was not "pulling her weight"—poor old England who was straining every muscle to keep her lines going to provide food not only for her own needs but for the factories of France and Italy, and to turn out vast quantities of ammunition and guns, and to maintain a vast and expanding fleet and to fill up the gaps in an army which had suffered 800,000 casualties in a single year. She was pulling some weight and pausing in the process.

But the French people sincerely and without malice, did not think so, and they started a campaign in the Press and in political circles, pointing out the length of the line they held (forgetting that length of line does not count so much as the number of enemy divisions engaged on any front) and the greatness of their own sacrifices.

#### BRITISH INCREASE LINE.

Articles of a bitter tone found their way into the English Press and hurt us pretty badly. There was pressure at Versailles. It came over to the Prime Minister and his advisers in Downing Street, and it was transferred with urgent requests to Sir Douglas Haig. He knew the weakness of his strength with that German menace growing against him, but to satisfy France he yielded to the demand and our troops "side-slipped" and took over the line of battle north and south of St. Quentin down to La Fere on the Oise, where I met our London troops who stared over to the German lines, as silent there, and said:

"When is this blinking battle going to begin?"

Meanwhile the German menace was creeping nearer to us and increasing in its frightful possibilities. In January there were 18 German divisions on the Western Front, about equal to the Allied strength. By the beginning of March there were 27 German divisions. Our intelligence officers did wonderful work at this time and no German unit moved without their knowledge within a week or two of its departure.

By espionage in German territory, by aerial reconnaissances, and information obtained from prisoners, they learnt every detail of the German decision to concentrate their full military weight in a last effort to smash their way to victory. They mapped out the enormous increase in the number of ammunition dumps, batteries, airdromes, light railways, and field hospitals behind the German lines, and they gained knowledge of the intensive training which was being practised by German storm troops for a new method of attack.

As one of our intelligence officers said to me in February of last year:

"England ought to be saying her prayers because in another month her fate, and the fate of the world, will be at stake."

The evidence for this was overwhelming. Yet in spite of thousands of small facts collected by our intelligence, all bearing out the same deduction, there was a strange unbelief in the reality of the peril that threatened us among men of responsibility.

#### BONAR LAW SCEPTICAL.

Mr. Bonar Law said, "I am sceptical of the great German offensive," and the army itself shared his scepticism. During the weeks preceding the German onslaught on March 21st I was about the lines from Arras to the south of St. Quentin, against which the enemy's assault was delivered, and had the opportunity of talking to many generals and officers about the probability of a huge German offensive.

Out of thirteen of these generals, commanding divisions upon which the attack would fall if it came, there were only two who believed in its likelihood. The others said: "It is all bluff," or "G.H.Q. has the wind up."

Some of them standing as we talked in sight of the German lines, where there seemed to be utter solitude, and "nothing doing" except the usual harassing fire from isolated batteries, were dogmatic in explaining to me why the Germans would not risk their remaining man power in such a gamble which was bound to fail. A few days later the tide of the German army had rolled over the positions which these generals had held.

#### TROOPS JUST AS OPTIMISTIC.

The British troops were just as optimistic as their leaders. "What will happen," I asked one of them, "if Fritz tries to come across?" "He will catch a cold in the neck," said the man and this answer was typical of all those I received. A week or so before the opening of the German offensive I had an interview with General Gough, commanding the 5th Army, on the right of our line, through which the enemy afterwards broke.

He was not one of those who disbelieved in the impending attack and he was very frank in facing its possibilities. He showed me maps of his 5th Army front, pointed out how he had adopted a system of defence by a series of machine-gun redoubts in advance of the main battle positions and how behind that main battle line were three other lines upon which our men could fall back if hard pressed. Then he said:

"If the enemy attacks in great strength we shall have to give ground, and the public must be prepared for this. But the giving up of ground will not matter very much so long as we fall back to other good positions and keep our line intact. It will be in no sense of the word a disaster. After all our natural line of defence is the River Somme. If we had to lose that the situation would certainly be serious, but not even then a great disaster. It would be a disaster only if we lost our hold on Amiens."

I am bound to say that these words made me feel rather cold. The mere possibility of losing the Somme crossings so far behind our front at that time was an awful thought, and the mention of Amiens, forty miles back from the line, sent a shiver through one's body. We waited with a dreadful apprehension for the rolling up of the curtain which hid the mystery behind the German line, and we did not have long to wait.

(Continued on page 7.)



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[31-6]

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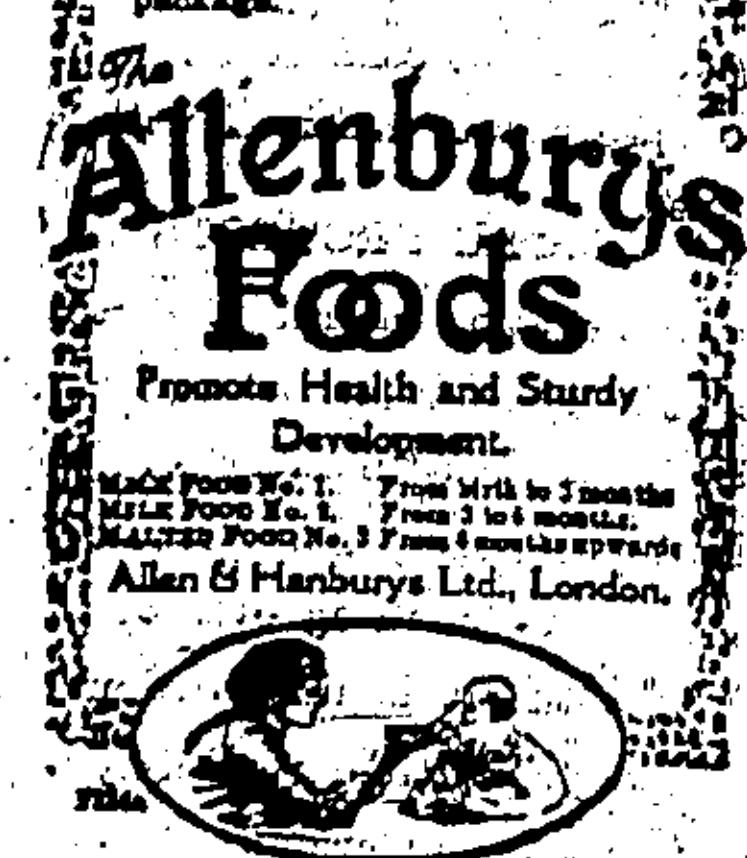
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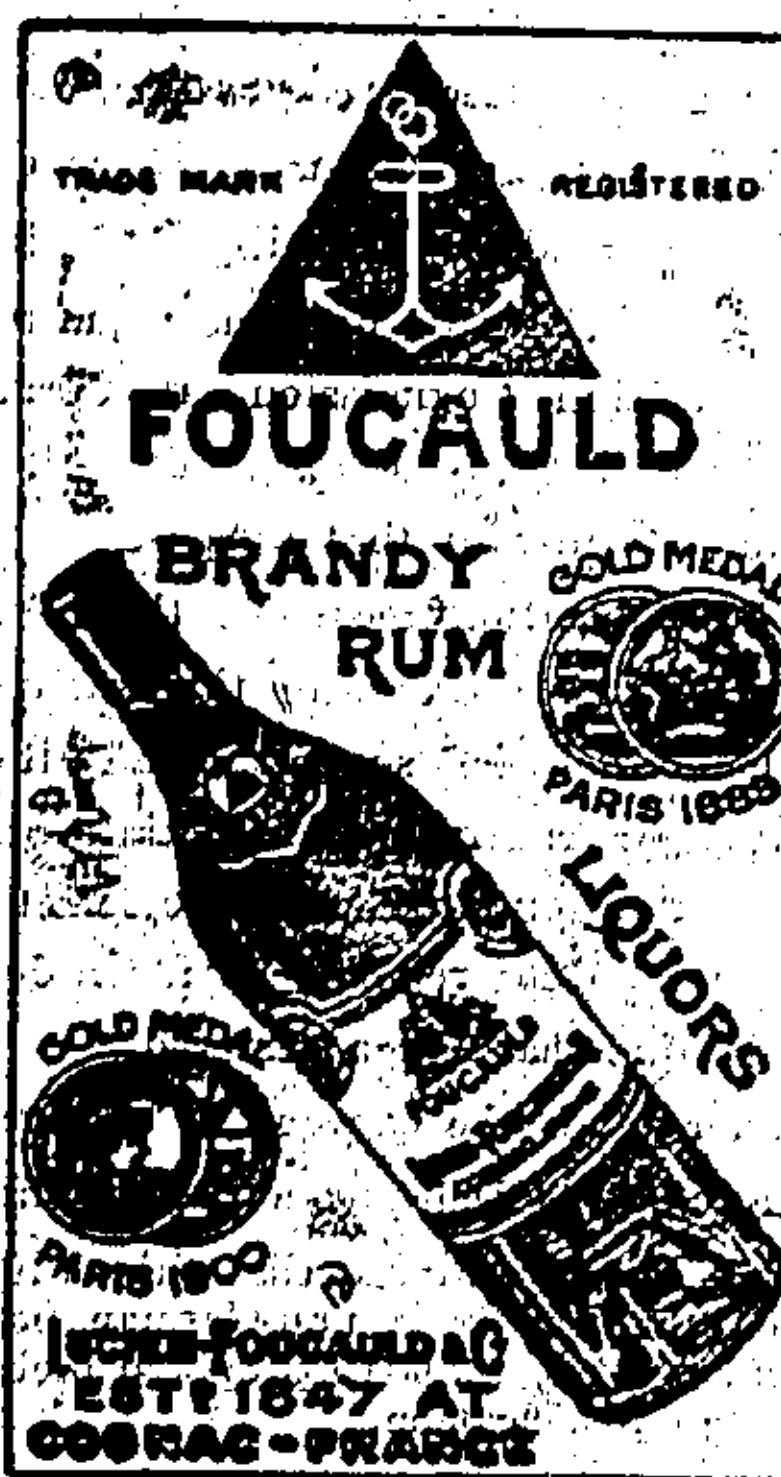
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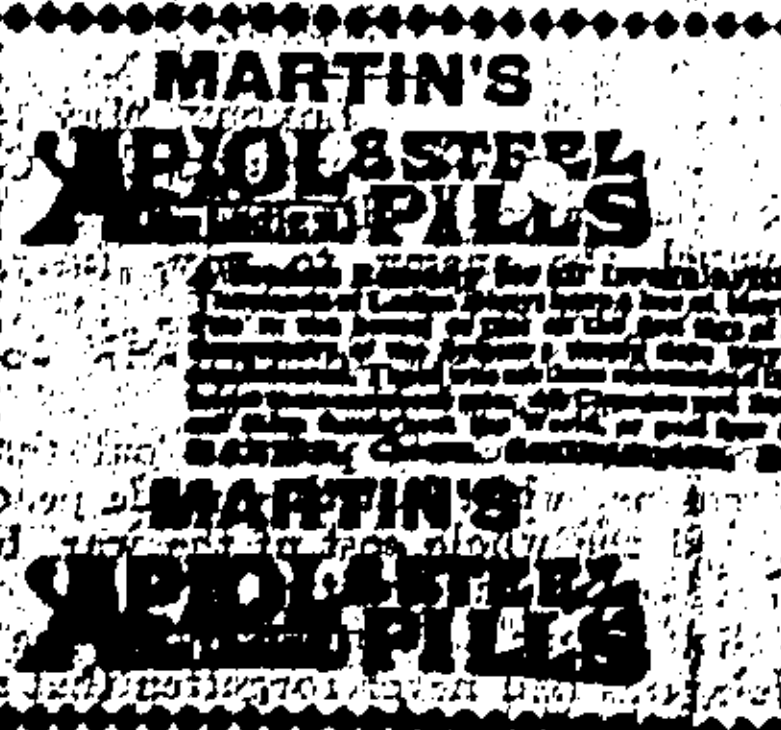
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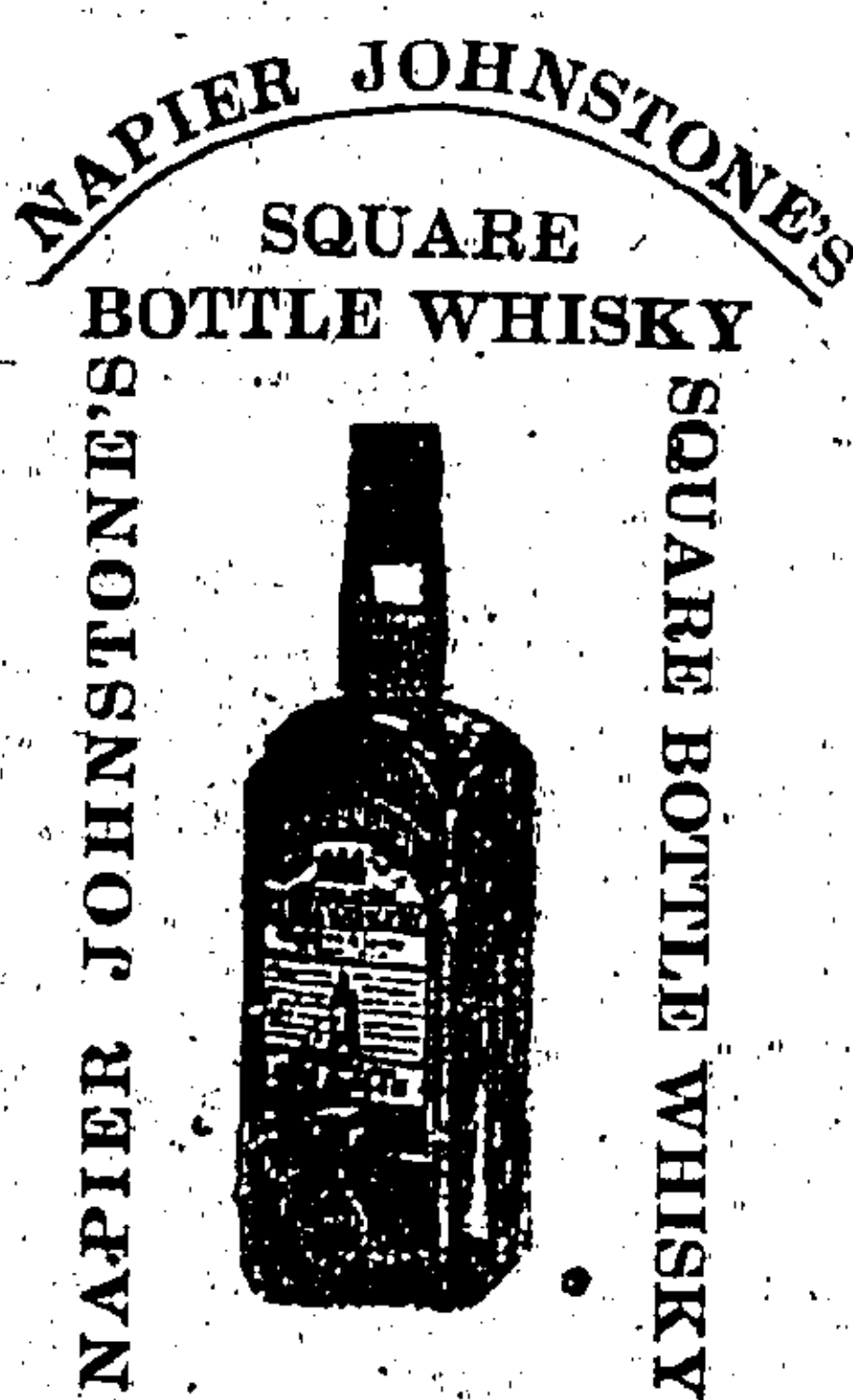


[6-5]



[10]

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(Continued from page 6.)

FRENCH MISCALCULATED.

The French on our right were as fully aware of the monstrous concentration behind the enemy's front as our own intelligence officers, but they were convinced that at least half of this weight would fall against themselves in the opening stage of the battle.

It was a miscalculation. The full weight of the German blow was hurled against the British lines on a forty-five-mile front, between Bullecourt, north of Bapaume, and La Fere, south of St. Quentin. That ground was held on the north by the 3rd British Army, under General Sir Julian Byng and by the 5th Army on the south under General Sir Hubert Gough; and forty-eight British divisions were attacked in the course of this offensive by 114 German divisions of picked and specially trained storm troops.

Three were overwhelming odds, and the lack of war was on their side at the beginning of the battle. Our new system of defence on the 5th Army front by which our front line was held by a series of machine gun redoubts in advance of the main battle positions played into the hands of the German's new method of attack owing to the foggy weather in which the offensive opened.

The enemy's new form of assault, which they had first tried against the Italians with startling success, was what is now known as "infiltration." That is to say while they were attacking frontally under the cover of storms of high explosives and gas shells and feeling for weaknesses in their enemy's line they widened any gap they might make and dribbled through machine-guns of high skill and courage with orders to penetrate as deeply as they could and with the assurance that they would be followed, and applied by a continuous chain of men also relying exclusively on machine-gun fire.

So it happened that although the greater part of our 3rd Army front held on to their trenches against the German frontal attacks which they met with a withering fire causing immense slaughter in the enemy's ranks, they found themselves under deadly machine gun fire from their left and right flanks by bodies of men who were driving wedges between them in ever-increasing numbers which threatened to cut in behind them and bar any way of escape.

NEW SYSTEM AIDED GERMANS.

On our 5th Army front our system of redoubts and the fog which enveloped them so that our machine gunners could not see twenty yards ahead made this method of attack easy. The German machine gun-sections pushed in between the redoubts, surrounded them, and then drove arrow heads into our main battle positions and continued their policy of "infiltration" while overwhelming masses of men followed up every advantage gained in this way.

The British troops fought with enormous heroism and the German dead lay in heaps before their lines, but this new method of attack surprised and confused them and divisional staffs were amazed when they received reports of the enemy having broken through to places behind the battle lines or as happened several times, gained their first knowledge of danger by hearing theattle of German machine gun fire outside their huts.

The garrisons of the forward redoubts had been quickly overwhelmed but many of them fought to the death as we now know. All telephone wires had been destroyed and German gun fire but by means of a buried cable there came several messages from Manchester Hill redoubt near St. Quentin. It was the colonel of the 18th Manchester who spoke and he said:—

"We are entirely surrounded, but we are putting up a good fight."

"Nearly all men are wounded, and the Germans are swarming round like wolves. They have got into the redoubt."

The last message came at 3.30 in the afternoon, eight hours after the beginning of the battle, when the enemy had broken into our main positions and the forward redoubts were far behind the German lines. The colonel of the 18th Manchester, he said, "will defend the redoubt to the last moment."

By the end of that first day many British divisions had been forced to give ground and fell back to prevent themselves being cut off. In the north the enemy had forced a wedge between the 5th and 5th Divisions on the 3rd Army front and was driving towards Bapaume. On the right of our line the Germans had broken through in several places between the 30th and 36th (Ulster) Divisions and between the 14th and 58th (London) Divisions, near St. Quentin, and were advancing on to Han towards the crossings of the Somme.

GENERAL RETREAT ORDERED.

A general retreat was decided, with orders to hold the line of the Somme at all costs. It was a difficult and tragic situation for generals and staffs as well as for battalion officers and men. All our well-ordered machinery of war was suddenly thrown into disorder like a watch which has lost its main spring.

The headquarters of armies, corps and divisions were on the move like nomads who pitched their camps at night and retreated hurriedly at dawn because a horde of barbarians was bearing down upon them. So I met our staffs day by day in the midst of this retreat, with maps outspread on wooden boxes surrounded by the litter of their kit and furniture while down the road came a slowly surging tide of traffic like a world on the move as heavy guns, ambulances, wagons laden with hospital gear, aerodromes packed up like travelling circuses, thousands of refugees with their hand-carts, and long transport columns of motor lorries drew back from the advancing German lines.

Owing to the destruction of telephone wires and this general confusion of retreat it was difficult for the staff to keep communication with the fighting units and responsibility for action was thrown

largely on to brigadiers and battalion officers. They did glorious work and their courage never failed throughout those days.

WILL HOLD OUT TO LAST.

"I am writing this report with one hand, and firing a rifle with the other," was a message received from General Griffiths of the Ulster Division, when his headquarters were almost surrounded by Germans. English, Irish and Scottish battalions fought heroic rearguard actions until they were overwhelmed. A colonel of the 6th Division reported:—

"Situation impossible without reinforcements, but will hold on till the last."

And he was seen leading twenty survivors against a mass of German troops. That 6th Division lost 80 per cent. of its infantry in forty-eight hours by desperate fighting against hopeless odds, and other divisions lost heavily. When the Ulstermen were relieved by the French 168th Division, after five days of rearguard fighting the French general was unable to detain him men quickly owing to heavy fire on the railway and asked the Irishmen to go on fighting until he could get to their position. General Nugent, commanding the Ulster Division, sent a tragic message:—

"Do impress on the French general that I can give him only 300 sound men."

WORST HAD HAPPENED.

By this time the worst had happened. In spite of the help of French cavalry and the French 58th Division, which had come up to our aid at Guiseard, we could not stem the German tide, which was now in full speed across our old battlefields, and our 19th Corps with the 56th and 54th Divisions, with the 50th, 15th, 18th, and 5th supporting, were after fearful losses in rearguard actions, unable to hold the crossings of the Somme, and the enemy passed over the bridges at St. Christ and Brie, which had not been blown up in time. And as General Gough had said:—

"If we lose the line of the Somme the situation will be serious."

The way was open to Amiens and the only force that barred the way was a miscellaneous crowd of stragglers collected under a brigadier named Carey, from all those divisions which had lost most of their men in a fighting retreat, supplemented by clerks, orderlies and signallers from headquarters and a gallant section of Canadian armoured cars. It was Carey's force which saved Amiens in the days of greatest peril until the Australians came down from Flanders to strengthen our line and the French rushed up to defend its southern approaches.

I saw many scenes of that retreat from St. Quentin to Amiens and from Bapaume to Albert and the Ancre and was in the midst of its turmoil and tragedy. They were terrible days when all that we had gained seemed lost. But even then the courage of our men and the heroic sacrifice of the rearguards who fought to the death so that the German onslaught should be checked made one feel that England could not be defeated whatever happened.

It would be absurd to pretend that our men retreated always in good order, and that none of them were panicky when there were gaps in our line and Germans on each side of them. Panic there was here and there among certain bodies of men who fell back too soon from positions they might have held for a longer time.

Contradictory orders were issued, mistakes were made by generals and staff officers, the crossings of the Somme were lost too easily—though God knows many men died to hold them—and if there had been more forethought in digging trench systems and switch lines behind our battle positions the Germans with all their weight of men might never have driven us back so far.

The British army was a human machine and as such had its weaknesses. But these English, Scottish and Irish troops fought for the most part with high, grim courage, often in isolated groups standing amidst their dead and dying and selling their own lives dearly unless surrounded and captured.

"My men are glorious," said a general of Yorkshire troops, "but so tired that being attacked is the only thing that keeps them awake." The Germans themselves paid a tribute to the Scottish troops of the 51st Division. In a message sent over in a small balloon they wrote:—

"Good old Fifty-first! Still sticking it! Cheery-O!"

All our troops kept "sticking it" with few exceptions, and for many days and nights, fell back fighting against overwhelming numbers, weary, dazed, spent, for lack of sleep or rest.

Many of them were in the same divisions which went to Flanders horribly weakened by all their losses, and encountered the northern offensive under Prince Rupprecht of Bavaria, which broke through the Fortified Sector at Neuve Chapelle and drove through to Merville, while other forces swarmed back across the ridges round Ypres.

Sir Douglas Haig had no reserves to fall back on. Those poor divisions of ours had to fight day after day until almost exterminated, and it was but a thin, weak line which barred the way to the coast until Marshal Foch in the very nick of time sent up masses of men to make a blue line behind our brown, and at the same time, with a song of thanksgiving in our hearts we saw American troops pouring into France and knew that if we could hold on a few months all would be well.

During those eight weeks of the German offensive against the British lines the losses of the British armies were more than 80 per cent. of their fighting strength. But those great gaps torn in their ranks were filled up by drafts of 300,000 boys whom Lloyd George had "held up his sleeve," as we say, as England's last reserves.

They were but lads, mostly untrained, but, mixed with the older men, they showed wonderful spirit, and it was they who in a great degree, only a few months later, fighting alongside the Canadians, Australians who had been spared the sufferings of the retreat, while American troops were fighting and winning the desperate struggle. It was the Argonne helped by the last hammer blow which broke the body and spirit of the German army.

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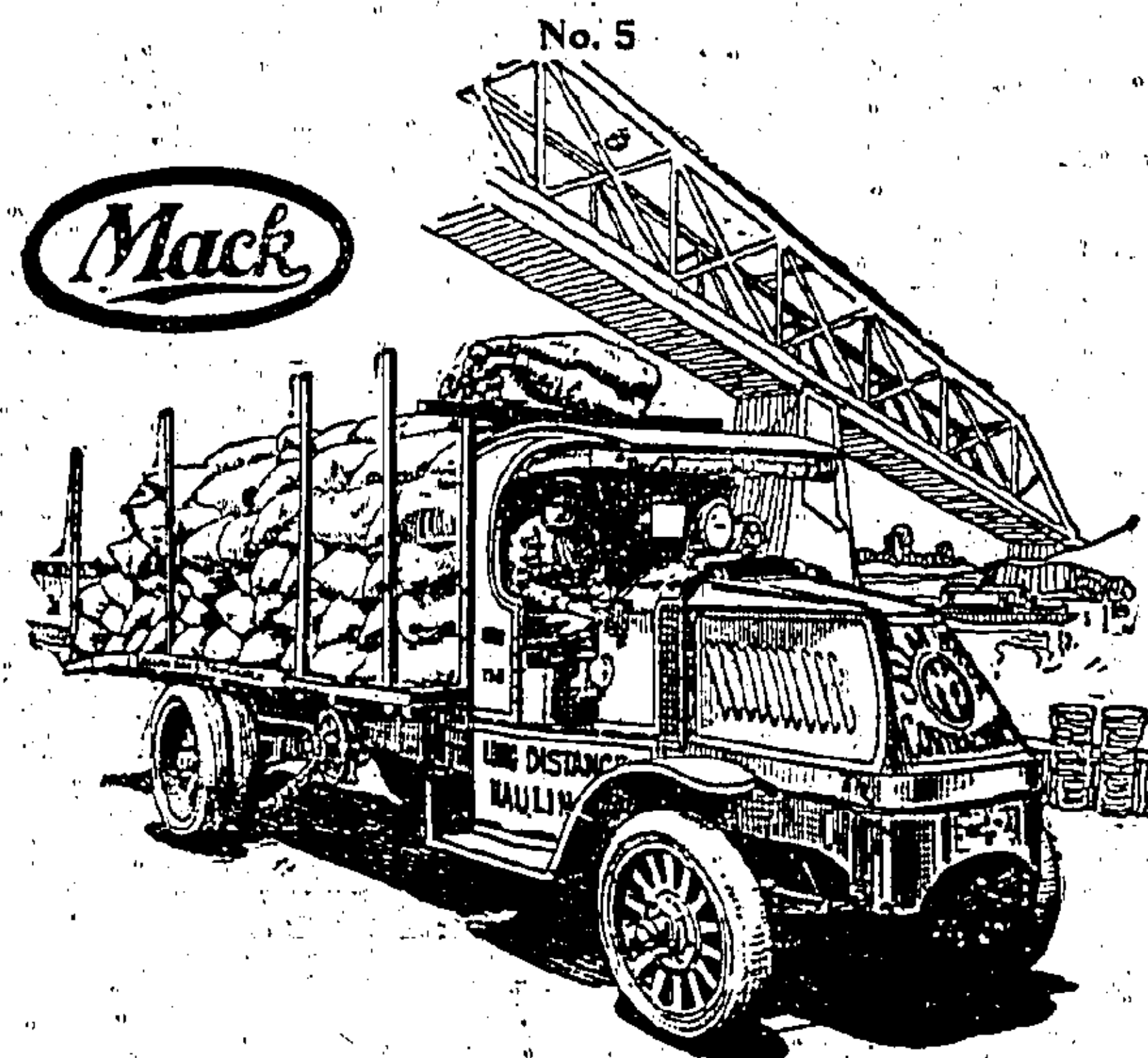
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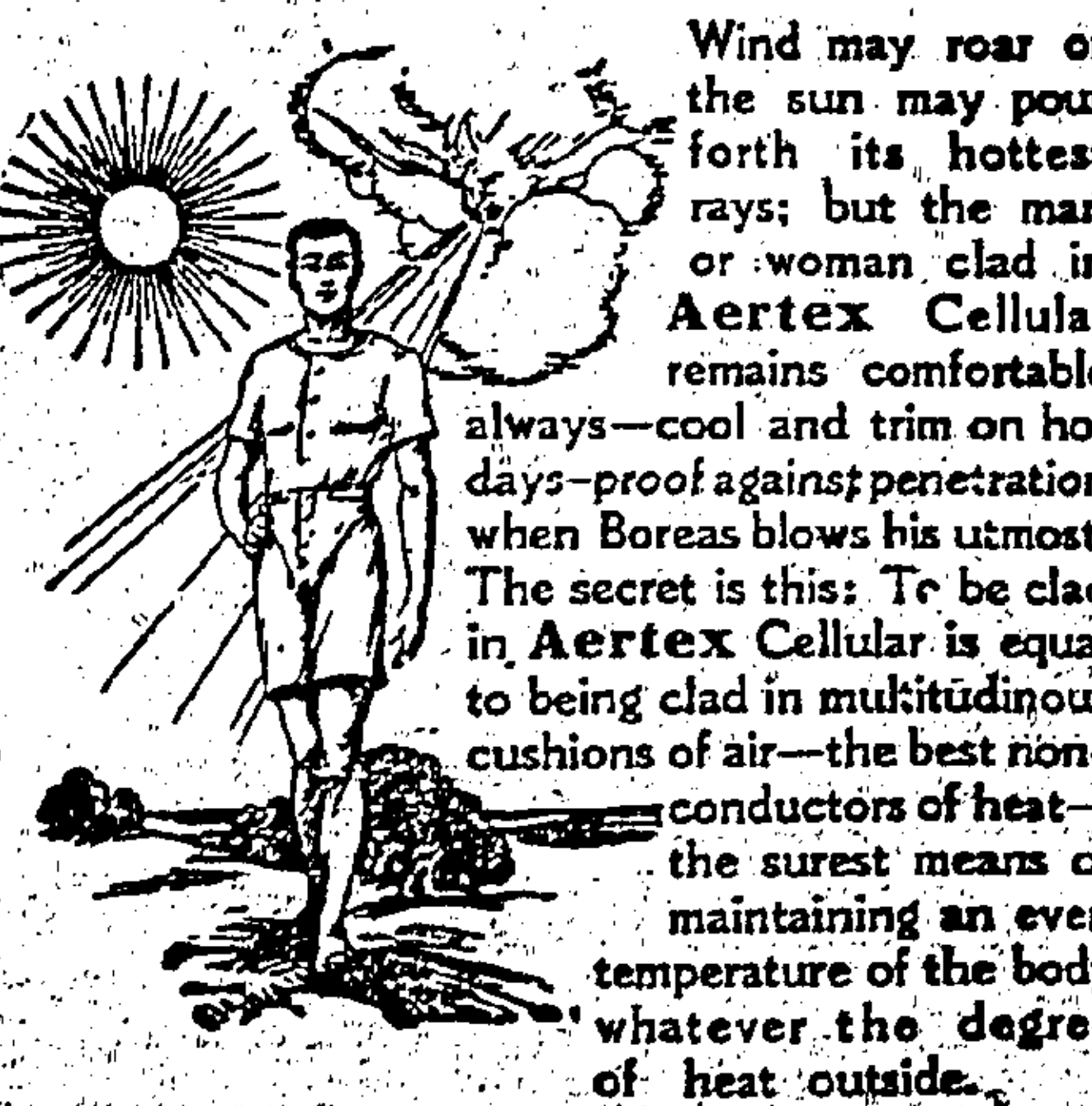
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## SHIPPING NEWS

## ARRIVALS.

May 20th.  
*Canton Maru* No. 2, Japanese str., 1,034 tons, Capt. Youshuko, from Dairen, which port she left on May 15th, with a cargo of beans.—Sato.  
*Kwantung*, Chinese str., 1,500 tons, Capt. Stewart, from Shanghai, which port she left on May 17th, with a general cargo.—C. M. S. N. Co.  
*Vulcanus*, Dutch str., 1,178 tons, Capt. de Bruyn, from Balikpapan, which port she left on May 16th, with a cargo of kerosene oil.—Asiatic Petroleum Co.  
*Wing Hung*, Chinese str., 264 tons, Capt. Galves, from Kwong Chow Wan and Macao, with a general cargo.—Fat Hing.  
May 21st.  
*Aki Maru*, Japanese str., 6,000 tons, Capt. Cape, from Yokohama and Nagasaki, with a general cargo.—N.Y.K.  
*Amakusa Maru*, Japanese str., 2,356 tons, Capt. Kitano, from Swatow, with a general cargo, including coal.—O.S.K.  
*Chingchow*, British str., 1,105 tons, Capt. Doyle, from Wuhu, which port she left on May 15th, with a cargo of rice.—Shewan, Tomes & Co.  
*Cebu*, British str., 9,000 tons, Capt. Duncan, from Manila, which port she left on May 19th, with a general cargo.—B. & S.  
*Huangyung*, British str., 1,005 tons, Capt. Fickett, from Canton, in ballast.—B. & S.  
*Jade*, French str., 385 tons, Captain Cornillon, from Hoehow, with a general cargo.—W. C. Jack.  
*Kuiping*, French str., 177 tons, Capt. Pannier, from Haiphong and Pakhoi, with a general cargo.—Seng Kee.  
*Kwantung Maru*, Japanese str., 579 tons, Captain Ogawa, from Canton, in ballast.—Kubaru.  
*Meikien*, British str., 3,012 tons, Capt. Lewis, from Singapore, which port she left on May 15th, with a general cargo.—C.P.O.S.  
*Mingchow*, Chinese str., 665 tons, Capt. Norick, from Shanghai, which port she left on May 17th, with a general cargo.—Sam Peh.  
*Moh Han*, Chinese str., 719 tons, Captain Green, from Haiphong, which port she left on May 19th, with a general cargo.—Wang Hing.  
*Namuru*, Chinese str., 518 tons, Capt. Kaimin, from Canton, with a cargo of oil.—Kwang Hing.  
*Nanyo Maru* No. 1, Japanese str., 749 tons, Capt. Shirai, from Bangkok, with a cargo of rice.—Kwong Ngnau Seng.  
*Utama Maru* No. 3, Japanese str., 2,903 tons, Capt. Wakamoto, from Chingwan-tao, which port she left on May 15th, with a cargo of coal.—N.Y.K.  
*Pneumonia*, British str., 1,033 tons, Capt. de la Bala, from Saigon, which port she left on May 17th, with a general cargo.—W. P. Shing.  
*Suiyang*, British str., 1,394 tons, Capt. Gibbs, from Canton, with a general cargo.—B. & S.  
*Utsun Maru*, Japanese str., 287 tons, Capt. Kurishima, from Keelung, which port she left on May 15th, with a general cargo.  
*Wellbura*, British str., 1,617 tons, Capt. Prichard, from Rangoon and Singapore, which latter port she left on May 15th, with a general cargo.—Yuen Kee.  
*Yingchow*, British str., 1,216 tons, Capt. Simons, from Shanghai, which port she left on May 18th, with a general cargo.—B. & S.  
*Yunnan*, British str., 4,223 tons, Capt. Evan, from Swatow, in ballast.—B. & S.

## CLEARANCES.

May 21st.  
*Aki Maru*, for Melbourne.  
*Chingchow*, for Haiphong.  
*Daitoku Maru*, for Haiphong.  
*Haifong*, for Haiphong.  
*Hanoi*, for Haiphong.  
*Huangyung*, for Wuhu.  
*Kungo*, for Hoehow.  
*Koya Maru*, for Keelung.  
*Kwantung*, for Canton.  
*Kwantu Maru*, for Wuhu.  
*Mingchow*, for Canton.  
*Namuru*, for Shanghai.  
*Sungma*, for Haiphong.  
*Sosha Maru*, for Tokyo.  
*Suifeng*, for Shanghai.  
*Utsun Maru*, for Keelung.  
*Vulcanus*, for Canton.  
*Yingchow*, for Canton.  
*Yingchow*, for Saigon.

## SHIPPING ITEMS.

The N.Y.K. *Kirin Maru* left Moji for this port direct on May 20th, and is expected here on May 26th.  
The R.M.S. *Empress of Asia* reached Mailla on May 20th, sailed from that port at midnight, and is due in Hongkong at noon to-day.  
The N.Y.K. s.s. *Mashima Maru* left Liverpool for this port via the Suez Canal on May 3rd, and is expected here on June 8th.

## PASSENGERS.

## ARRIVALS.

Per s.s. *Phumphen*, on May 21st.—Capt. Pike.  
Per s.s. *Kwongtshah*, on May 20th.—Capt. Hansen and Mr. Johnson.  
DEPARTURES.  
Per s.s. *Columbia*, on May 21st.—Mr. Charles William Abrams, Mrs. Athol L. Anderson, Mr. and Mrs. John D. Armstrong, Miss Elizabeth Armstrong, Miss E. Alzona, Mr. and Mrs. M. L. Bugbee, Mr. Joseph, Mr. A. Baldini, Mr. & Mrs. Thos. A. Buras, Mr. C. W. Bewick, Mr. G. H. Bowker, Mrs. R. S. Blumenthal, Mr. B. Boisance, Mr. L. Beckingsale, Mr. and Mrs. J. N. Bulkeley, Mrs. T. Croft, Mr. P. E. Doncaster, Mr. Joseph E. Doyle, Miss M. de Pree, Mr. and Mrs. A. E. d'Almada, Mr. and Mrs. H. B. Frikke, Miss Marie Frikke, Mr. and Mrs. R. J. Harrison, Mr. John Hind, Mr. Robert Horne, Mr. J. J. Handelsman, Mr. D. H. Kulp, Miss M. Kinkelin, Dr. J. Lieftinck, Mr. and Mrs. W. M. Milne, Miss J. Meisterhaus, Miss Ethel Malone, Miss E. Macraige, Mr. William Malone, Mr. J. A. McCandless, Mr. J. C. McCracken, Mrs. W. F. Hoeson, Mr. M. Onitschenko, Miss C. Ocampo, Capt. W. C. Purdy, Mr. Frank B. Rairden, Miss T. d'Jesus Remedios, Mr. W. T. Reilly, Mr. and Mrs. Geo. A. Stonebreaker, Mr. L. S. Stonebreaker, Miss L. C. Stonebreaker, Mrs. Edward E. Short, Miss E. Noves, Miss M. A. B. Stewart, Miss E. Stone, Mr. and Mrs. R. F. Swootwood, Mr. C. J. Strickland, Mr. M. C. W. Solner, Miss Jean Tyne, Mr. E. J. Tew, Mr. Thos. W. Wilcox, Mrs. Nellie Wilcox, Miss Margaret Webster, Mr. John Watt, Mr. and Mrs. E. G. Webster, Mr. and Mrs. F. Wickett, Mrs. G. Duncan Whyte, Miss Jeannie Whyte, and Mr. Howard C. Charlton.

## WEATHER REPORT.

May 21st, at 12.52.—No returns from Japan, Vladivostok, Indo-China and the Philippines. Pressure has increased slightly at all reporting stations; the depression probably remains over Tongking.  
Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 12.12 inches, against an average of 18.66 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:—  
District. Forecast.  
Hongkong to Gap Rock — E. winds, moderate; fair.  
Formosa Channel — The same as No. 1.  
South Coast of China between Hongkong and Lamocka — The same as No. 1.  
South Coast of China between Hongkong and Hainan — The same as No. 1.

## HONGKONG TIDE TABLE

From 22nd to 27th May, 1919.

| HIGH WATER   |      | LOW WATER    |      |
|--------------|------|--------------|------|
| Days of Week | Time | Days of Week | Time |
| Wed. 22      | 4.37 | Thur. 23     | 4.37 |
| Thur. 23     | 4.37 | Fri. 24      | 4.37 |
| Fri. 24      | 4.37 | Sat. 25      | 4.37 |
| Sat. 25      | 4.37 | Sun. 26      | 4.37 |
| Sun. 26      | 4.37 | Mon. 27      | 4.37 |
| Mon. 27      | 4.37 | Tues. 28     | 4.37 |
| Tues. 28     | 4.37 | Wed. 29      | 4.37 |

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
*"KUMSANG"*  
having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, wharves and/or from the wharves, delivery may be obtained. Goods not cleared by May 27th, at Noon will be subject to rent.  
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Ltd., General Managers.  
Hongkong, May 20th, 1919. [789]

## P. &amp; O. - BRITISH INDIA &amp; APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

| SS.        | Leave Hongkong about | Due Marseilles about | Due London about |
|------------|----------------------|----------------------|------------------|
| "NEURALIA" | 28th May, Noon       | 30th June            | 8th July         |
| "NOVARA"   | 7th August           | 9th September        | 19th September   |

FOR BOMBAY VIA STRAITS & COLOMBO.

| SS.       | Leave Hongkong about | Due Bombay about |
|-----------|----------------------|------------------|
| "DILWARA" | 24th May, Noon       | 10th June        |

FOR CALCUTTA VIA STRAITS & RANGOON.

| SS.              | Leave Hongkong about | Due Calcutta about |
|------------------|----------------------|--------------------|
| "ARRATOON APCAR" | early June           | June               |

FOR SHANGHAI MOJI KOBE, etc.

| SS.              | Leave Hongkong about | Shanghai, Moji, Kobe, etc. |
|------------------|----------------------|----------------------------|
| "ARRATOON APCAR" | 20th May, Noon       | SHANGHAI & KOBE            |

WIRELESS ON ALL STEAMERS.  
For Passage Rates, Handbooks, Freight, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.  
TRANS-PACIFIC FREIGHT SERVICE

The following U.S. Shipping Board Steamers will be despatched for:

SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About June 15th  
"WEST HEMATITE" ... August 10th

FOR PORTLAND Direct.

"WEST MUNHAM" ... About June 25th  
"WEST CELINA" ... August 15th

Through Bills of Lading issued to Overseas Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2471 & 2478. Fifth Floor, HOTEL MANHATTAN.

Y. K. K.

YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1 ... REGULAR SERVICE FOR

NANYO MARU No. 2 ... FREIGHT BETWEEN

NANYO MARU No. 3 ... HONGKONG, BANGKOK

SOEAGURA MARU ... AND OR

KYODO MARU No. 13 ... SINGAPORE.

TAMON MARU No. 1 ...

ASOSAN MARU ...

CHIEAN MARU ...

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent, Top Floor, Kiso's Building.

TEL. 140 and 155.

KUHARA-SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, SUEZ, PANAMA, COLON, CALIFORNIA, SINGAPORE, YOKO, BANGKOK, MANILA, CEBU, SHANGHAI, HANKOW, TIENTSIN, PEKING, HONGKONG.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

S.S. "BANSEI-MARU NO. 5"

For NAGASAKI and KOBE, sailing hence on or about May 22nd.

For further particulars apply to—

OHU KYOKU TRADING Co.,

M. HASHIMOTO, General Agents.

## CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer Leave Hongkong, Arrive Vancouver.

| Steamer             | Leave Hongkong | Arrive Vancouver |
|---------------------|----------------|------------------|
| "EMPRESS OF ASIA"   | 19th June      | 30th June        |
| "EMPRESS OF JAPAN"  | 25th June      | 16th July        |
| "EMPRESS OF RUSSIA" | 10th July      | 23rd July        |
| "MONTEAGLE"         | 22nd July      | 16th August      |
| "EMPRESS OF ASIA"   | 7th August     | 19th August      |
| "EMPRESS OF JAPAN"  | 20th August    | 10th September   |
| "EMPRESS OF RUSSIA" | 4th September  | 22nd September   |
| "MONTEAGLE"         | 27th September | 22nd October     |
| "EMPRESS OF ASIA"   | 2nd October    | 20th October     |
| "EMPRESS OF JAPAN"  | 15th October   | 5th November     |
| "EMPRESS OF RUSSIA" | 30th October   | 17th November    |

"FARES HONGKONG TO EUROPE"

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" ... Gold \$491.00

"EMPRESS OF JAPAN" "MONTEAGLE" ... Gold \$436.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage rates, etc., apply to the General Agent, P. & O. Lines, Ltd., 22, Des Voeux Road Central, HONGKONG.

For freight rates and through bills of lading, apply to the General Agent, Canadian Pacific, Ltd., 22, Des Voeux Road Central, HONGKONG.

Phone 711.

JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO VIA MANILA.

S.S. "SOERAKARTA"

will be despatched as above on or about

MAY 31st, 1919.

For freight apply to:—

JAVA-CHINA-JAPAN-LYN.

Agents.

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KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on June 12th, to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574 Agents.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMERS             | TO                    | DATE              |
|----------------------|-----------------------|-------------------|
| SHANGHAI via NINGPOO | TO NINGPOO            | 23rd May, Dlight. |
| SHANGHAI via SWATOW  | TO SWATOW             | 23rd May, Dlight. |
| KOBE via CHEYOW      | TO CHEYOW             | 24th May, 5 p.m.  |
| TIENTSIN via CHEYOW  | TO CHEYOW             | 24th May, Dlight. |
| SHANGHAI             | TO SHANGHAI           | 24th May, Dlight. |
| MANILA               | TO MANILA             | 26th May, 3 p.m.  |
| SHANGHAI             | TO SHANGHAI           | 26th May, Dlight. |
| HAIPHONG             | TO HAIPHONG           | 28th May, 8 a.m.  |
| MANILA               | TO MANILA             | 30th May, 3 p.m.  |
| CELEBES & CALOUTTA   | TO CELEBES & CALOUTTA | 31st May, 3 p.m.  |

CALCUTTA LINE:—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haiphong, Saigon, and other ports.

BOERNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Laidi.

CELEBES LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description signed thereon.

For Freight or passage apply to JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 111.

FOR NEW YORK.

BLUE FUNNEL LINE.

S.S. "EURYBATES"

will be despatched for NEW YORK on Thursday, June 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,

Agents.

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## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO of Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,  
Managing Agents.

## "ELJERMAN" LINE.

(REDFERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

to Messrs. & Co., Canton.

THE BANK LINE, LIMITED,  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR                            | STEAMERS   | On 22nd May, Noon.   |
|--------------------------------|------------|----------------------|
| SHANGHAI                       | "SUZYANG"  | On 22nd May, Noon.   |
| HANKOW                         | "KASHING"  | On 22nd May, Noon.   |
| SHANGHAI and TSINGTAO          | "YINGHONG" | On 25th May, Dlight. |
| SWATOW and BANGKOK             | "HUPEH"    | On 26th May, Noon.   |
| SHANGHAI                       | "TEAN"     | On 27th May, Noon.   |
| WHEHAI, CHEWOO, NCHOW and TAIN | "HUIHONG"  | On 28th May, 2 P.M.  |
| SHANGHAI                       | "BURNING"  | On 28th May, Noon.   |
| SHANGHAI and TSINGTAO          | "KWANGSE"  | On 1st June, Dlight. |
| SWATOW and SINGAPORE           | "LUANCHOW" | On 2nd June, Noon.   |
| SWATOW and BANGKOK             | "LUANCHOW" | On 3rd June, Noon.   |
| MANILA, CEBU & ILOILO          | "TAMING"   | On 3rd June, 2 P.M.  |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

Telephone 36

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 8 to 10 Days).

|              |                     |         |                      |
|--------------|---------------------|---------|----------------------|
| "QUINNEBAUG" | Capt. J. Medina     | FRIDAY  | 23rd May, at 10 A.M. |
| "HAITAN"     | Capt. A. H. Stewart | TUESDAY | 27th May, at 1 P.M.  |
| "SALAMUNG"   | Capt. J. W. Evans   | FRIDAY  | 30th May, at 1 P.M.  |

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRANK & CO.,  
General Managers.

## PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"EQUADOR," "VENEZUELA" AND "COLOMBIA,"  
14,000 tons each.

HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.  
THE SUNSHINE BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

| Sailings from Hongkong at Noon. | June 18th, 1919.  |
|---------------------------------|-------------------|
| B.S. "VENEZUELA"                | July 18th, 1919.  |
| B.S. "EQUADOR"                  | Aug. 18th, 1919.  |
| B.S. "COLOMBIA"                 | Sept. 18th, 1919. |

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be improved.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST STEAMSHIP CO., LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings, Canton Road.

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

## MARSEILLES AND LONDON.

| Steamer  | Leave Hongkong about | Due at Marseilles about | Due at London about |
|----------|----------------------|-------------------------|---------------------|
| NEURALIA | 28th May, Noon.      | 30th June               | 8th July.           |
| NOVARA   | 7th August           | 9th Sept.               | 18th Sept.          |

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

| Steamer | Leave Hongkong about | Due Bombay about |
|---------|----------------------|------------------|
| DILWARA | 24th May, Noon       | 10th June.       |

FOR

## CALCUTTA VIA STRAITS &amp; BANGKOK.

ARRATOON APCAR ... early June ... June

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S.           | Leave Hongkong about | SHANGHAI & KOBE |
|----------------|----------------------|-----------------|
| ARRATOON APCAR | 20th May, Noon       |                 |

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by R.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG. Agents.

## NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION               | STEAMER & DISPLACEMENT        | SAILING DATE          |
|---------------------------|-------------------------------|-----------------------|
| SHANGHAI, KOBE & YOKOHAMA | MISHIMA MARU ... 15,950 Tons. | 9th June, at 11 A.M.  |
| NAGASAKI, KOBE & YOKOHAMA | TANGO MARU ... 12,760 Tons.   | 23rd May, at 2 P.M.   |
| SHANGHAI, KOBE & YOKOHAMA | NIKKO MARU ... 9,900 Tons.    | 31st June, at 11 A.M. |

SHANGHAI, KOBE & YOKOHAMA

LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

MELBOURNE via MANILA, ZAMBOANGA, THUR, EL, TOWNSVILLE, BRISBANE and SYDNEY

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA, CANAL

BOMBAY via SINGAPORE, MALACCA & COLOMBO

CALCUTTA via SINGAPORE, PENANG and BANGKOK

(Omitting Shanghai and/or Moji) Wireless telegraphy.

KIRIN MARU No. 2 7,780 Tons. Sat. 24th May.

TATSUNO MARU 14,830 Tons. 27th May.

KAGA MARU ... 12,300 Tons. Sat. 31st May, at Noon.

AKI MARU ... 12,300 Tons. Thurs. 22nd May, at 11 A.M.

SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers

"FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next sailings from Hongkong.

FUSHIMI MARU ... 21,000 Tons. Sat. 22nd June, at 11 A.M.

KATORI MARU ... 21,000 Tons. Sat. 13th July, at 11 A.M.

(Omitting Manila and/or Moji)

For further information apply to

NIPPON YUSEN KAISHA, S. YASUDA, Manager.

Telephone 808 & 809

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

| Steamers     | Tons   | Leave Hongkong          |
|--------------|--------|-------------------------|
| SHINYU MARU  | 22,000 | May 23rd                |
| SIBERIA MARU | 20,000 | May 24th, From YOKOHAMA |
| PERSIA MARU  | 9,000  | June 18th               |
| KORRA MARU   | 20,000 | June 28th               |
| NIPPON MARU  | 11,000 | July 7th                |

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINGO, CRUZ, BALBOA, CALLAO, ARIKA, and IQUIQUE. THENCE BY TRANS-ANDERAN ROUTE TO BUENOS AIRES.

| Steamers   | Tons   | Leave Hongkong |
|------------|--------|----------------|
| KIYO MARU  | 17,800 | July, 15th     |
| SHIYO MARU | 14,000 | Nov. 4th       |

Tickets are interchangeable with the CANADIAN PACIFIC COAST STEAMSHIP CO., LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

Telephone 2274 and 2275.

MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION               | STEAMER & DISPLACEMENT | SAILING DATE          |
|---------------------------|------------------------|-----------------------|
| SHANGHAI, KOBE & YOKOHAMA | "NERA" ... 10,000      | On or about 15th June |

MARSEILLES via SHANGHAI, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID

"NERA" ... 10,000 ... On or about 15th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building, Telephone 740.

## O. S. K.

## OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" ... End of May.

"ANDES MARU" ... Tuesday, 10th June

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"GANGES MARU" ... Monday, 28th May

"BURMA MARU" ... Monday, 28th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Monday, 28th May

"BURMA MARU" ... Monday, 28th May.

BAIGON BANGKOK SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"NANKIN MARU" ... Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Thursday, 22nd May.

HAIPHONG—Three times a Month service.

"DAIKOKU MARU" ... Thursday, 22nd May.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" ... Thursday, 22nd May, at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" ... Sunday, 25th May, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

## CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

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